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386 • August 2005

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Taking It Easy

A guy lost a 19-month battle with the state Department of Transportation over his insistence that he has a right to have his eyes closed in his driver's license photo because of freedom of expression and **his "right to happiness."** After a Commonwealth Court ruled against him, he said he would probably appeal. "I didn't set out on this as a mission. It's one of those things that happen in life. Here you are. Life takes you down a path, and you end up where you are." (That sounds like a quotable quote that just about covers everything.)

And yet another quote worth mentioning: After his release from prison on petty crimes, he undertook the serious study of criminology, lecturing and even hosting a Dallas radio program on crime, but in December he confessed to robbing a bank because he needed to return to prison to further his study. He told the judge: "There are some things about crime you can't understand unless you get into the belly of the beast," and that he needed to "be secluded and do the things I need to do while I still have time. You can take a butterfly and put it on a light stand, but until you are a butterfly and fly, you can't understand **why a butterfly flies."** (Wow, heavy, man.) The guy showed up for sentencing in a wheelchair, which was the result of his, not surprisingly, being beaten up by another inmate. (Probably got tired of all that mind-bending philosophy.)

A man was preparing to rob a pharmacy. His car was idling, a stocking was on his head and a pistol was in his pocket. The piece of paper beside him read, **"I have a gun!** DO NOT press any alarms or let customers know. Empty out all the registers." (But, as luck would have it, he fell asleep—probably due to his low-functioning brain.)

Officials in a town in Iowa announced that chunks of flesh had been found in several places in the municipal water supply and they were working to get to the bottom of it but, of course, the water was **perfectly safe to drink.** (Yeah, right—I'm gonna run out right now and get a big tall glass of fleshwater.)

Now here's a guy who can focus. He was yakking away on his cell phone. It somehow slipped his attention that his Toyota Corolla was approaching an 18-wheeler. He kept going until **he got lodged underneath** and even though the truck driver slammed on the brakes, his car was still dragged about 300 yards. (Hope he got that important deal sewn up.)

Unauthorized use of a vehicle was what he pleaded guilty to. It seems he'd taken a car that had been parked, awaiting repairs, at a shopping center, but he was later discovered by the car's owner when he happened to pull up to the drive-through window at the Wendy's restaurant where she worked. She confronted him and **he sped away, but** (now get this) returned a few minutes later, trying to persuade her to sign over the title to him, since he's put a lot of effort into fixing the car up after he took it. (Well, after all, that seems only right.)

Amazing but true. A Russian man born with genitals so small he was unable to have sex has been given the chance to lead a normal love life after a new penis was "grown" on his arm during pioneering surgery. In an 11-hour operation, plastic surgeons in Moscow removed the undersized penis and stitched it onto his left forearm where they grafted on additional flesh and tissue taken from his inner arm. The **newly enlarged organ,** which had grown from less than 2 inches to nearly 7 inches, was then reattached to his groin.

A police officer was **still on the job** (though a hearing on a DUI charge was pending) despite (in the last five years) three suspensions, seven written reprimands, eight written orders for counseling and three patrol-car crashes. (Oh, well, it's easier to keep a trained police officer than train a new one, don't you think?)

A problem in the downtown area of Manila, Philippines, is that pedestrians create a traffic hazard when many of them rush into the street almost indiscriminately to seek rides from passing cars. So the police began to attach **large wet blankets** to some official vehicles roaming the streets, with the blankets flapping against the pedestrians, soiling their clothes and herding them back to the sidewalks.

Another inventive mind at work. A train conductor won $8.5 million in an out-of-court settlement with a railway that was involved in **a collision with a freight train.** The conductor suffered a mild concussion in the crash which he said then triggered his sudden desire to become a serious alcoholic (leading to his eventual dementia) whereas he said his drinking had previously been under control. (Wonder if he had a cocktail before the collision.)

In Mali a man was shot by police and arrested after his unsuccessful stab at robbing a bank. The seven pounds of **magic charms** he was wearing to make himself invisible hindered the attempt.

Another bank robber (right here in the U.S. no less) had committed more than 50 robberies. When he was finally caught, the authorities realized that they could connect him to the previous robberies by his signature **"calling card."** When he committed a burglary, he became so nervous that he lost control and left his feces at the scene. (Kind of like a dog marking his territory.)

Here is yet another **true court exchange** that was actually said in court, word for word, taken down by court reporters:

Q: This myasthenia gravis, does it affect your memory at all?

A: Yes.

Q: And in what way does it affect your memory?

A: I forget.

Q: You forget? Can you give us an example of something that you've forgotten?

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 386 • AUGUST 2005

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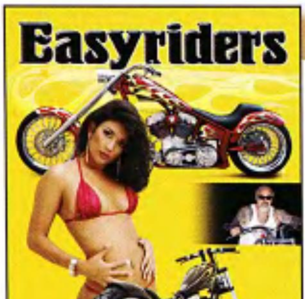

Shane Gatto's WCC Chop shot by Michael Lichter. Dave Perewitz Putt shot by Michael Farabaugh. Special imaging by Daniel Ferguson.

The next liver-quiverin' issue goes on sale August 8th, 2005. **Printed in the USA.**

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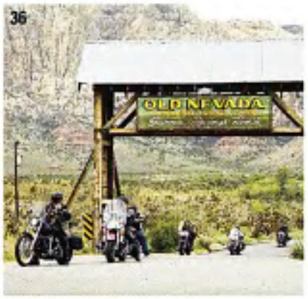

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Easyriders® magazine ISSN 0046-0990 Number 386. August 2005. Vol. 35. ***Easyriders®*** is published monthly by Paisano Publications, LLC, with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2693, (818) 889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, (818) 889-8740, FAX (818) 889-1252, Web site: http://www.easyriders.com. Periodicals postage paid at Agoura Hills, California 91301-2693 and at additional mailing offices.

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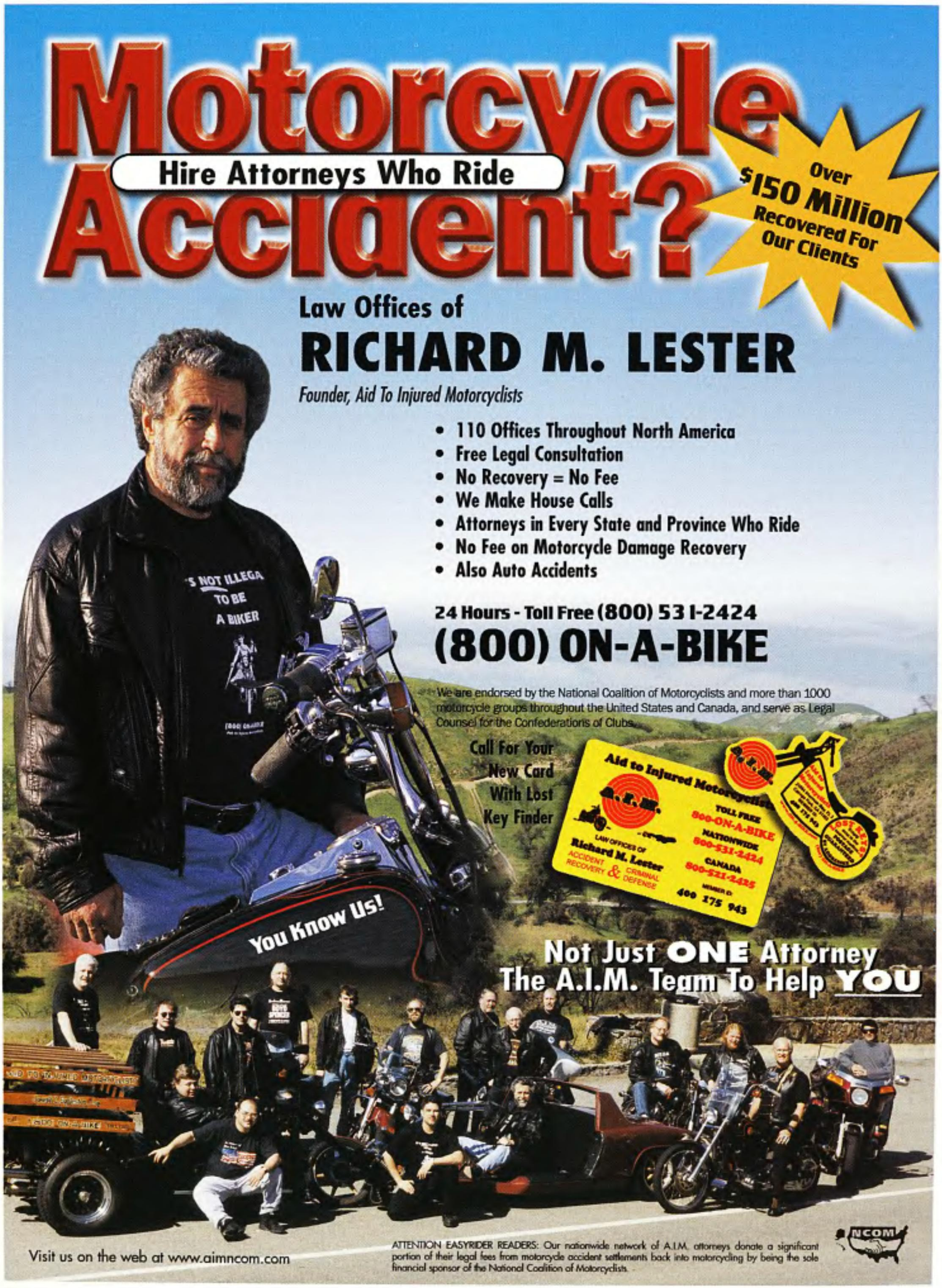
Subscriptions: All correspondence regarding subscriptions and changes of address must be addressed to ***Easyriders®*** Subscription Department: P.O. Box 50044, Boulder, CO 80322-0044, (800) 825-7294. One year: $39.95; two years $74.95 in the U.S. and its possessions. All foreign and Canadian orders, $15.00 per year (U.S. funds only). Single copy: $6.99. **POSTMASTER:** Send address changes to ***Easyriders®***, P.O. Box 50044, Boulder, CO 80322-0044. Advertising: ***Easyriders®***, P.O. Box 3000, Agoura Hills, CA 91376-3000. FAX (818) 889-4726. Printed in the USA.

The Audit Bureau

The publisher is exempt from the record keeping requirements and disclosure statements mandated by 18 U.S. Code 2257 (a) through (c) and the pertinent Regulations, 28 C.F.R. Ch. 1, part 75, since all of such material falls within the definition of exempted material set forth in 75.7 (a) (1-3) of the pertinent Regulations.



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Newsstand Distribution
Curtis Circulation Company
730 River Rd., New Milford, NJ 07646

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Frozen Balls and Big Smiles

Six of us from northern New Hampshire went to Daytona for 2005 Bike Week. Had 10 great days and then came back to this miserable snow shit and the reality of not riding again for several weeks, but then on the 20th day of March the sun came out and the mercury stretched all the way to 42 degrees. So…out came the scooters for a burn—gotta love it.

Looking forward to my next issues of *In The Wind* and *Easyriders*.

Tom
Northern New Hampshire

Whole New World

Sometimes you don't know you were looking for something until you find it. A few months back I tore my front fender up and went looking for a place to have it fixed. I ran across a little shop in Irving, Texas, that has changed my outlook on custom bike builders altogether. Living in the Dallas area, you get your mix of small bike shops and a couple of big hitters (some of which wanna see your wallet before they even talk to you).

Anyway, enough ranting and back to this diamond-in-the-rough custom bike shop. Jason Farley and his crew at Hard-Kore Customs are (in my opinion) gonna change the way people and builders look at custom bikes. Unlike the builders I've met, it seems to me that Jason does this for the love of the craft, not the cash. Don't get me wrong, bills gotta be paid in the end, but Jason sure makes it easy to own the bike of your dreams. Not only was my bike completely redone by Jason, but it seems like I have a whole new group of friends to ride and hang out with.

So, for the people in the Dallas/Ft. Worth area, when you're ready to build, repair, paint, or even just buy parts, look up the guys at HardKore Customs in Irving, Texas, on Rock Island Road. I'm a loyal reader of your magazine and would love to see one of Jason's bike on the pages of *Easyriders*.

Thanks for your time. Look these guys up—you won't regret it.

Charlie
Irving, Texas

50 Years of Riding Bliss

We will be celebrating our 50th wedding anniversary on June 5, 2005. It's also the 50th year we've been riding. Our first bike was a 1947 Harley when we came back from our honeymoon and we've gone to all the big bike rallies now for over 20 years.

We've subscribed to your magazine for many, many years and would love to see our picture in it for this special occasion.

Jimmy and Joanie Dowling
Greenwich, New York

Congratulations Jimmy and Joanie.

In Heaven

This old graybeard is in heaven. Two trumpets (Triumphs to you youngsters) in one issue and outsert? It's about time. I haven't seen a Triumph chopper in ages. Most young riders probably don't know that these bikes hold a special place in most bikers' hearts.

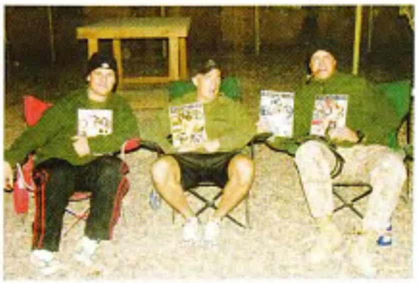
I ride a new Bonneville America and love it. Every time I park it people want to know all about it, and I'm glad to tell them. Two full raisin pies to you guys.

Charles (Kitten Kisser) Sanchez
Munro Falls, Ohio

Thanks Pussy Licker…er…Kitten Kisser. Rick Fairless has been doing some chopped Brit bikes and we dig 'em.

Note of Appreciation

Having spent the best riding days of the year in Iraq, I wanted to tell you how much joy your magazine has brought me. Thankfully I have some friends stateside who keep me supplied with *Easyriders* to help pass the time reading and day-dreaming of riding again when I get back home. The pictures and articles have made me appreciate the freedoms we have in our country and what a great country we live in. Iraq could use more bikers, biker bars and babes to make the place more livable.



This photo was taken while celebrating the Marine Corps birthday with beers, cigars, and *Easyriders* magazine. The Marines from left to right are Capt. Thomas Ricks, Capt. Michael Roseberry, and Capt. Sean Merlin.

Thanks for a great magazine.
Capt. Sean Merlin
Camp Al Taqaddum, Iraq

Come home safe, men.

A Little Slack Please

My ride is a Honda Shadow VT 1100cc A.C.E. It's no Harley, but it gets me from point A to point B and offers the same adrenaline rush I got when ferried in and out of the jungles of Vietnam. Harleys are too top heav, and it's extremely difficult for me to hold one up. Albeit I own enough shares of H-D stock to purchase my dream bike, an '04 Dyna Wide Glide with all the frills, but I cannot scarf one up due to physical limitations (my kneecaps were shattered in a VC ambush in '70, and I've had numerous back surgeries from a work-related accident in '86).

I readily admit I'm a bike-riding fanatic. Riding every day for short periods is an absolute must. Bikes offer the most unobstructive and definitive view of the world. Biking is biking, regardless of the make of machine under your ass. If it were my choice, I'd be straddling a heart-thumping, lion-roaring H-D, but some of us have to make do with other brands. So, H-D riders, cut us, or at least me, a little slack and lighten up.

Oh, love your mag! That was a pretty nice Latina gracing the front cover last issue.

Diego Rayle
Van Buren, Ohio

Hear that all you Harley riders? Cut Diego some slack, man. Just cut him some damned slack, will ya fer Christ-sakes? Diego needs SLACK!

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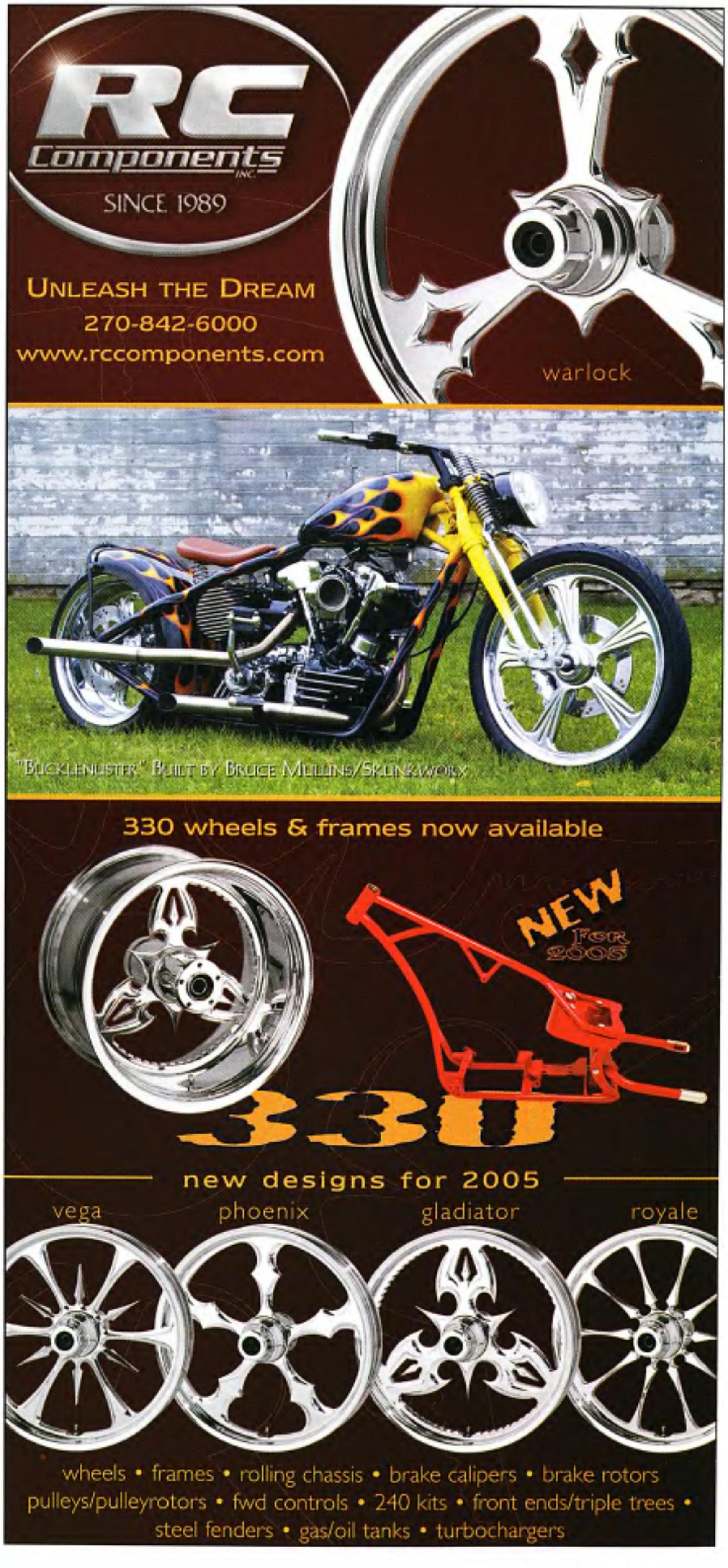


MINNESOTA MIRACLE

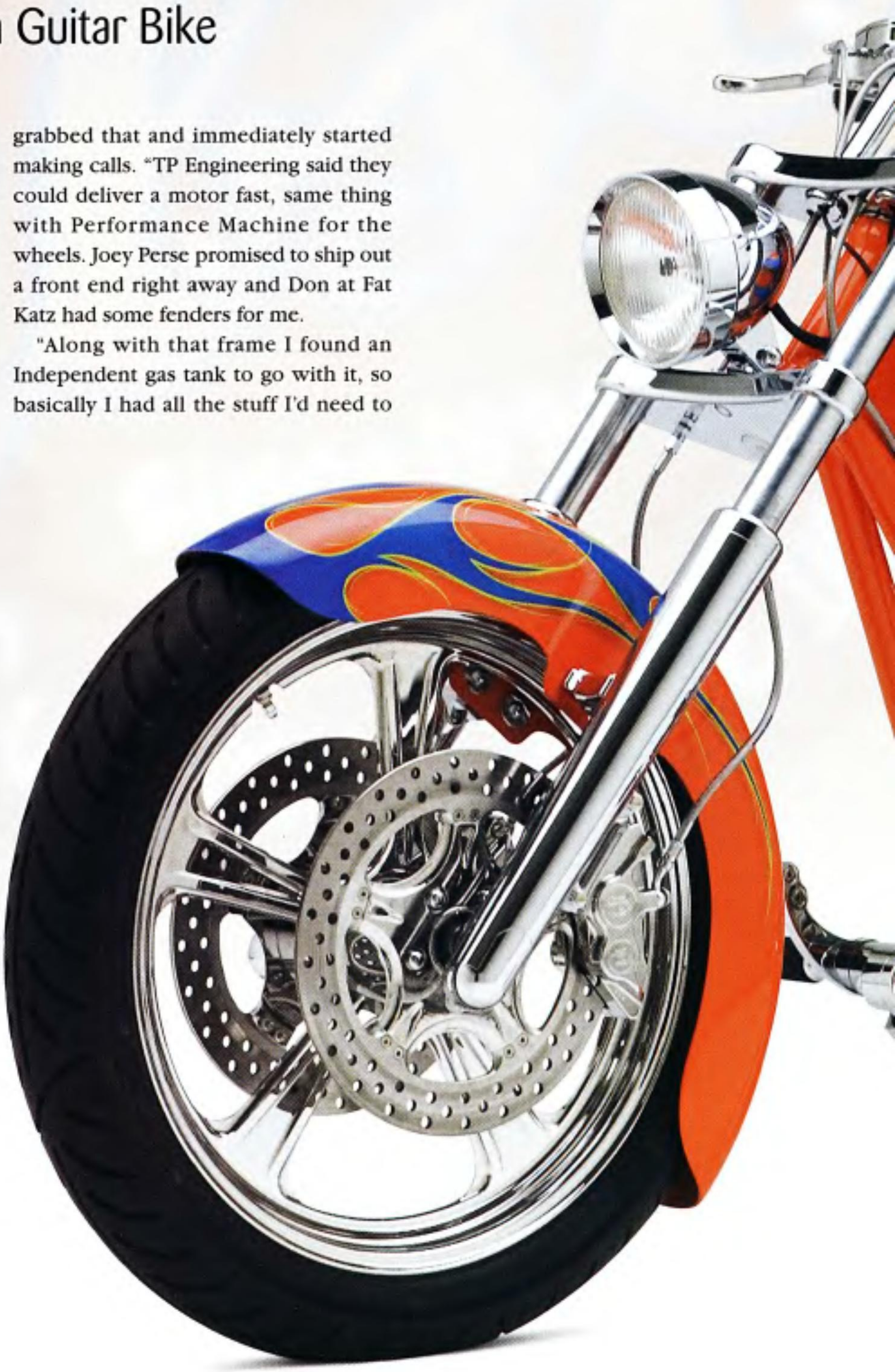
Donnie Smith's Gibson Guitar Bike

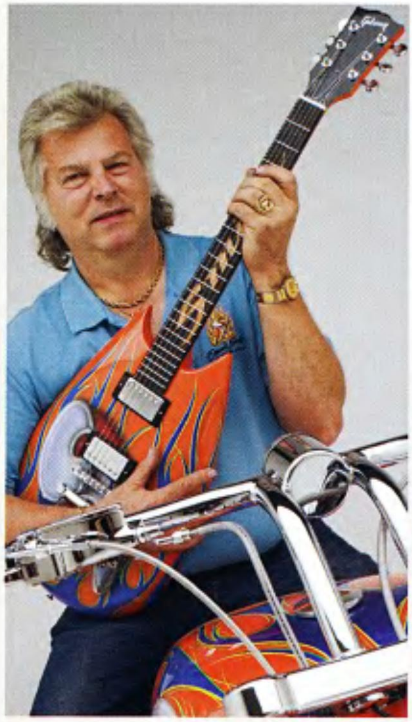
"At the start it all seemed like it would be a pretty easy deal," Donnie Smith says. Gibson Guitars had approached this legendary builder, a guy who's been crafting custom bikes since the 1970s, to come up with a custom guitar. Along with Arlen Ness and Dave Perewitz, two other names needing little introduction, the project was billed as the "Three Kings of Custom" and Gibson would produce 50 each of the three guitars.

"Well, we all went to Nashville and toured the Gibson factory," Donnie says, "at first they just wanted us to design those guitars, nothing was mentioned about motorcycles. By the time we got home, though, around late November, right around Thanksgiving, all that had changed. Now they said they wanted matching motorcycles, too, and they wanted them ready for Bike Week in March. I thought, 'Are you kidding? How am I going to make that happen?' Everything in the shop at that point was already sold. I couldn't grab a customer's bike and devote it to the cause."

Frantically looking around the shop, Donnie realized he did have a spare frame he could build off of, so he grabbed that and immediately started making calls. "TP Engineering said they could deliver a motor fast, same thing with Performance Machine for the wheels. Joey Perse promised to ship out a front end right away and Don at Fat Katz had some fenders for me.

"Along with that frame I found an Independent gas tank to go with it, so basically I had all the stuff I'd need to





put a bike together. Everything else we pretty much make here ourselves. So I told my crew we had to get this bike together and have it ready for Daytona, and this is what it's going to be."

While Donnie says he would have liked to have had just a little more time on this one and maybe get a little more into the sheet metal, "For answering a quick bell," he says, "I'm pretty happy with this bike. I like the way it turned out, I like the way it looks. And, I sure like riding it."

Some of that nice ride is attributed to the Ted Tine shocks he used. "They're kind of expensive," Donnie says, "but boy do they get the job done." For color Donnie went with his trademark paint scheme, orange with blue accent. "I called Arlen Ness and Dave Perewitz and asked what they were doing, just to make sure we all didn't show up with red motorcycles."

The pipes are Donnie Smith originals. They flow with the bike, "That's pretty much what all our bikes are known for," Donnie says. "We try to make everything kind of work together."

Speaking of working together, Don Tima pitched in with Greg Gaspard on the assembly, and John Galvin custom-machined parts as needed.

On the very same night this bike was debuted for Gibson at the Plaza Resort in Daytona, Donnie walked across the hall to receive a "Lifetime Achievement" award at the V-Twin Bikers Ball. That achievement award could just as easily have been for pulling off a bike this cool with zero notice. *—Joe Kress*

GENERAL
Owner: Donnie. Smith
City: Blaine, Minnesota
Designer: Donnie Smith
Fabrication: Rob Roehl
Year/make: 2004 Donnie Smith
Model: Gibson Bike
Assembly: Greg Gaspard
Time: 3 months
Chroming: Pat Obinger

ENGINE
Year: 2004
Rebuilder: TP Engineering
Displacement: 124 cubic inches
Carb: Mikuni
Pipes: Donnie Smith

TRANSMISSION
Year/make: Baker RSD 6-speed

PAINTING
Painter: Brian Mahler, Paint Works
Color: House of Kolor
Type: orange
Special paint: Lenni, Crazy Colors

FRAME
Year/make: 2004 Dakota Thunder
Type: hidden-shock
Rake: 38 degrees
Stretch: 5 inches
Shocks: Ted Tine Motorsports

ACCESSORIES
Handlebars: Donnie Smith
Handlebar controls: Performance Machine
Fenders: Fat Katz
Headlight: Adjure
Taillight: Donnie Smith
Speedo: DS Performance
Pegs: Performance Machine
Foot controls: Performance Machine
Gas tank: Independent
Oil tank: Dakota Thunder
Seat: Drag Specialties
Mirrors: Performance Machine
Grips: Performance Machine

FRONT END
Type: 54mm
Builder: Joey Perse

WHEELS
Make: Performance Machine
Size: 19-inch front, 18-inch rear
Tires: Avon
Brakes: Performance Machine
Photos: Michael Lichter

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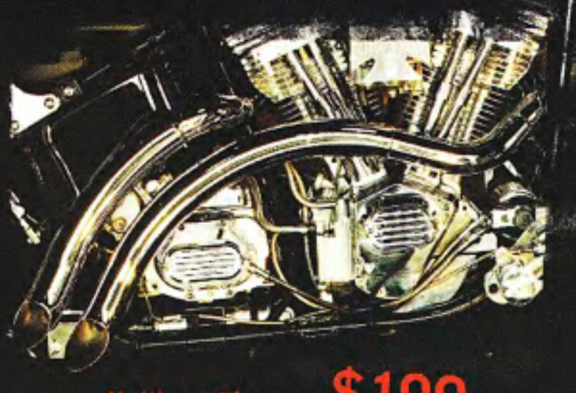

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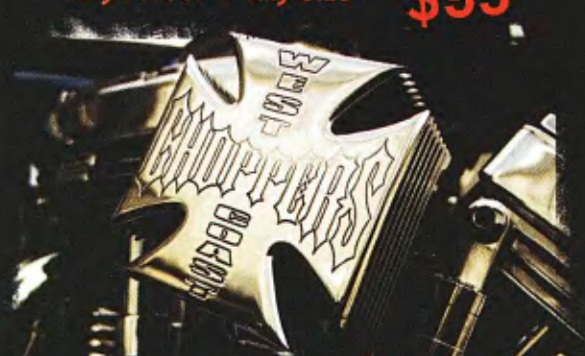

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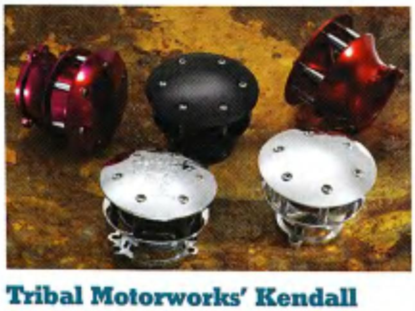
PartsBox

Tricky Air & Billet's springless springer front end

Tricky Air & Billet's latest creation is a billet aluminum front end equipped with a pair of 50mm, stainless steel cylinders mounted on 5-degree raked triple trees. This new system was developed to mount directly on Yamaha Road Star frames or on Harley motorcycles for a smoother ride up front. Tricky Air & Billet says the front suspension can also be placed on a Harley Softail in combination with the company's rear air-ride kit to achieve the ultimate ride comfort and adjustability.

Stationary tube and action tube are available in different sizes. For more information contact Tricky Air & Billet at 866-922-3533.



Tribal Motorworks' Kendall Johnson signature accessories

Building on their existing relationship with Kendall Johnson Customs, Tribal Motorworks is releasing its new Kendall Johnson Signature collection of billet accessories. The signature line includes velocity stacks, motor mounts, and cable clamps, with more coming soon, the manufacturer says. Shown here are the Kendall Johnson Signature velocity stacks, which fit S&S Super D, E and G carburetors.

The Kendall Johnson Signature accessories are available for order at www.tribalmotorworks.com, or call 866-996-RIDE. They are also available direct from Kendall Johnson online at www.kendalljohnsoncustoms.com or 336-771-4222.

Storz' new XR-style conversion kits

Harley-Davidson introduced the new Sportster in 2004 with a rubber-mounted engine that makes it the best-handling Sporty ever produced. Knowing this, the people at Storz Performance felt they just had to develop a conversion kit to fit the '04-'05 Sportster 883 or 1200 models.

Storz Performance says the stock XL 1200R has a published dry weight of 557 pounds, while their completed XR1200 project bike weighs in at just 474 pounds—an 83-pound weight advantage.

Call Storz Performance at 805-641-9540 or go to www.www.storzperf.com.

Rucker Performance Jaws wheels

Rucker Performance's Jaws wheel is a 3-D billet CNC-machined piece that was designed to have the look of shark teeth.

"Sharks are fast and sleek and these wheels really provide a distinctive look that sets off a bike," said Bill Rucker, president of Rucker Performance.

For more information about Rucker Performance wheels please call 817-838-3200 or log on to their new Web site www.ruckerperformance.com.

Out with the plastic, in with the billet aluminum

Tossing the huge piece of black plastic can give your bike a cleaner, more custom look. The side-mount plate is manufactured from 6061billet aluminum, is triple-chrome plated and has a bright, white LED for plate illumination. It mounts to the lower shock mount in minutes with no extra hardware and sits only 3/8 inches off of the rear pulley.

RMD Billet also offers a rear turn signal relocation package and can customize your V-Rod wheels. Call RMD Billet at 507-348-8877 or see them on the Net at www.rmdbillet.com.

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Bike Tested, Customer Approved

Mustang's Day Tripper seat offers sophisticated comfort

Mustang says that you can sit low, look cool and still be comfortable at the end of the day's ride thanks to the advanced comfort technology that they have incorporated into the Day Tripper custom seat. The Day Tripper contoured seat has a low profile and is designed to offer optimal comfort for both rider and passenger. The seat is detailed with stitch work, while the soft, synthetic cover is made from a highly durable material.

Mustang's Day Tripper is available for Deuce, Sportster, Dyna, Road King and FLHT/FLTR models; prices start at $289. Call 800-243-1392 for information.

Vance & Hines Fuelpak makes it easy to adjust your EFI

The Vance & Hines Fuelpak throttle position sensor-based fuel management system is designed to simplify the process of fuel injection tuning on bikes equipped with a Vance & Hines exhaust. Fuelpak enables you to fine-tune the fuel mixture throughout the entire rpm range with the touch of a button, increasing power while improving throttle response at the same time. The Fuelpak system is very user friendly because it plugs into the existing wiring harness on the bike.

The Fuelpak is available for Harley's '01-'05 Softail; '02-'05 FLHT,FLHR,FLTR; '02-'05 V-Rod and '04-'05 Dyna Glide.

Talk to your Drag Specialties dealer for info. Go to www.dragspecialties.com to keep up with Drag's newest releases.

Skull custom footpegs pack much attitude and style

Drag Specialties now offers these skull-shaped footpegs for the builder with a taste for funky accessories. These origi-

nal pegs are machined from aluminum, polished then brilliantly chrome plated. Drag Specialties says these pegs will fit most stock female mounts and are sold in pairs.

Other unique styles of footpegs are also available from Drag Specialties such as the Dice and the Brass Knuckle pegs. All three styles of pegs retail for $119.95.

Talk to your Drag Specialties dealer or go to www.dragspecialties.com.

FAT 200 conversion kits require no frame mods or wheel offset

Doherty Machine's bolt-on, Stinger and Hugger 200 conversions allow Softail owners to run a 200-series rear tire while using the stock factory swingarm.

The rear wheel assembly comes complete with a 5.5 x 18-inch rim with 40 stainless steel spokes, chrome-plated billet aluminum hub and premium 200 rubber. A rugged, strutless 9-inch rear fender comes ready-to-paint. Extreme duty front and rear sprockets are included as is a premium O-ring roller chain, chrome chain guard, superior quality gaskets, seals, spacers, and aircraft quality mounting hardware.

For complete details call Doherty Machine at 928-541-7744 or go to their Web site at www.dohertymachine.com.

Doss V-style rear turn signal kit bolts right on

You can signal your intentions with this elegant turn signal package from Rick Doss. The full kit comes with Magnum bullet lights and there's also a V-style bracket that uses some original equipment turn signal assemblies. A matching spot-lamp mounting bar is also available. This kit fits '74-'84 4-speed FL models, '86-to-present Heritage Softail models, and '91-to-present FLT, FLHT, FLHS and Road King models.

Talk to your Custom Chrome dealer to order one, or catch up with the latest from CCI at www.customchrome.com.

Central Coast Cycles has a rigid frame for your next retro project

New from Central Coast Cycles, the retro rigid wishbone frame and rolling chassis features a TIG-welded frame that's made from DOM mild steel. The frame comes with a solid mount 5-speed transmission plate and is available in a variety of rakes and stretch to accommodate rear tires in sizes 140 to 180. Priced at $2,000, the frames are the perfect start for the most custom projects, says CCC.

Call Central Coast Cycles at 831-476-3901 today to inquire about rolling chassis options and pricing, or visit www.centralcoastcycles.com.

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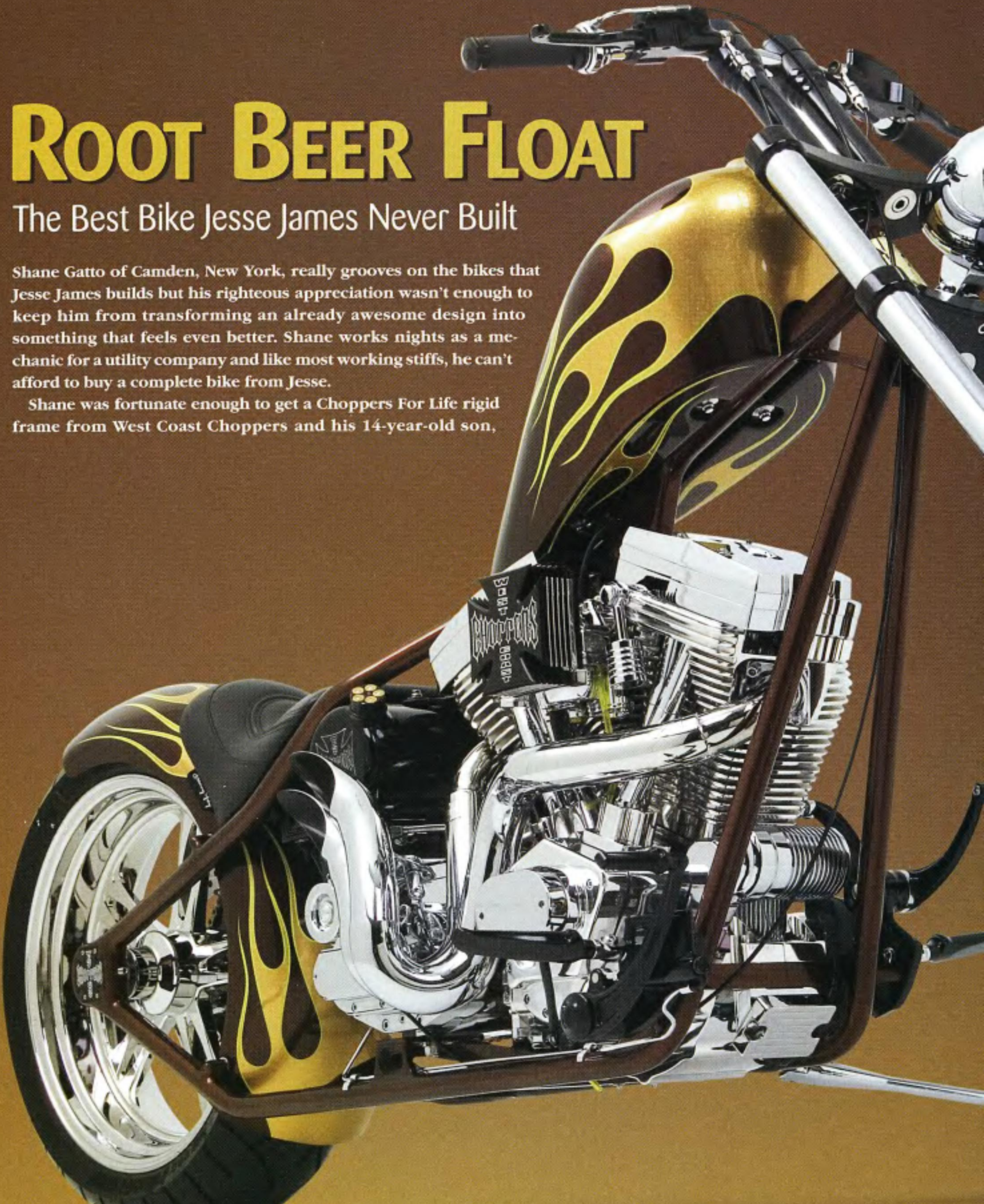
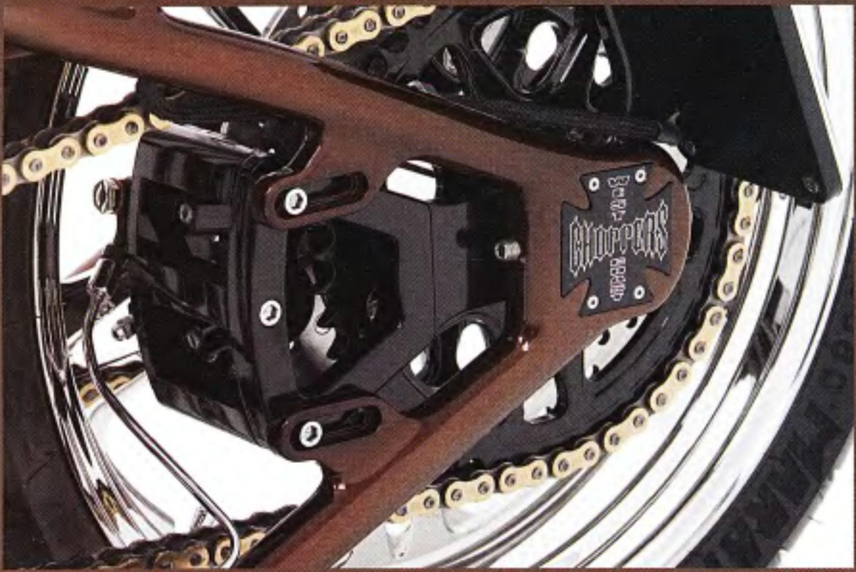
ROOT BEER FLOAT

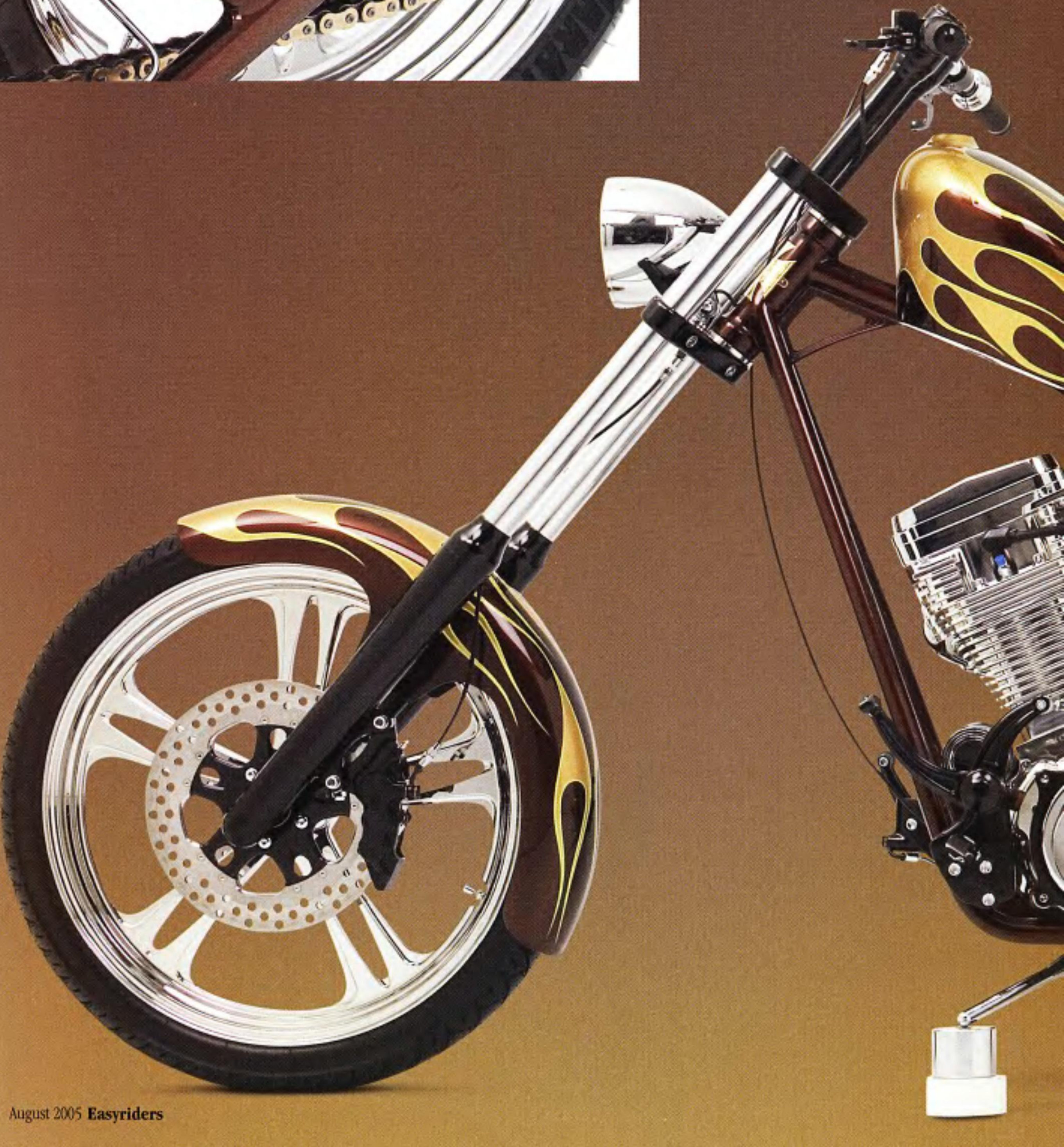
The Best Bike Jesse James Never Built

Shane Gatto of Camden, New York, really grooves on the bikes that Jesse James builds but his righteous appreciation wasn't enough to keep him from transforming an already awesome design into something that feels even better. Shane works nights as a mechanic for a utility company and like most working stiffs, he can't afford to buy a complete bike from Jesse.

Shane was fortunate enough to get a Choppers For Life rigid frame from West Coast Choppers and his 14-year-old son,




CHOPPERS



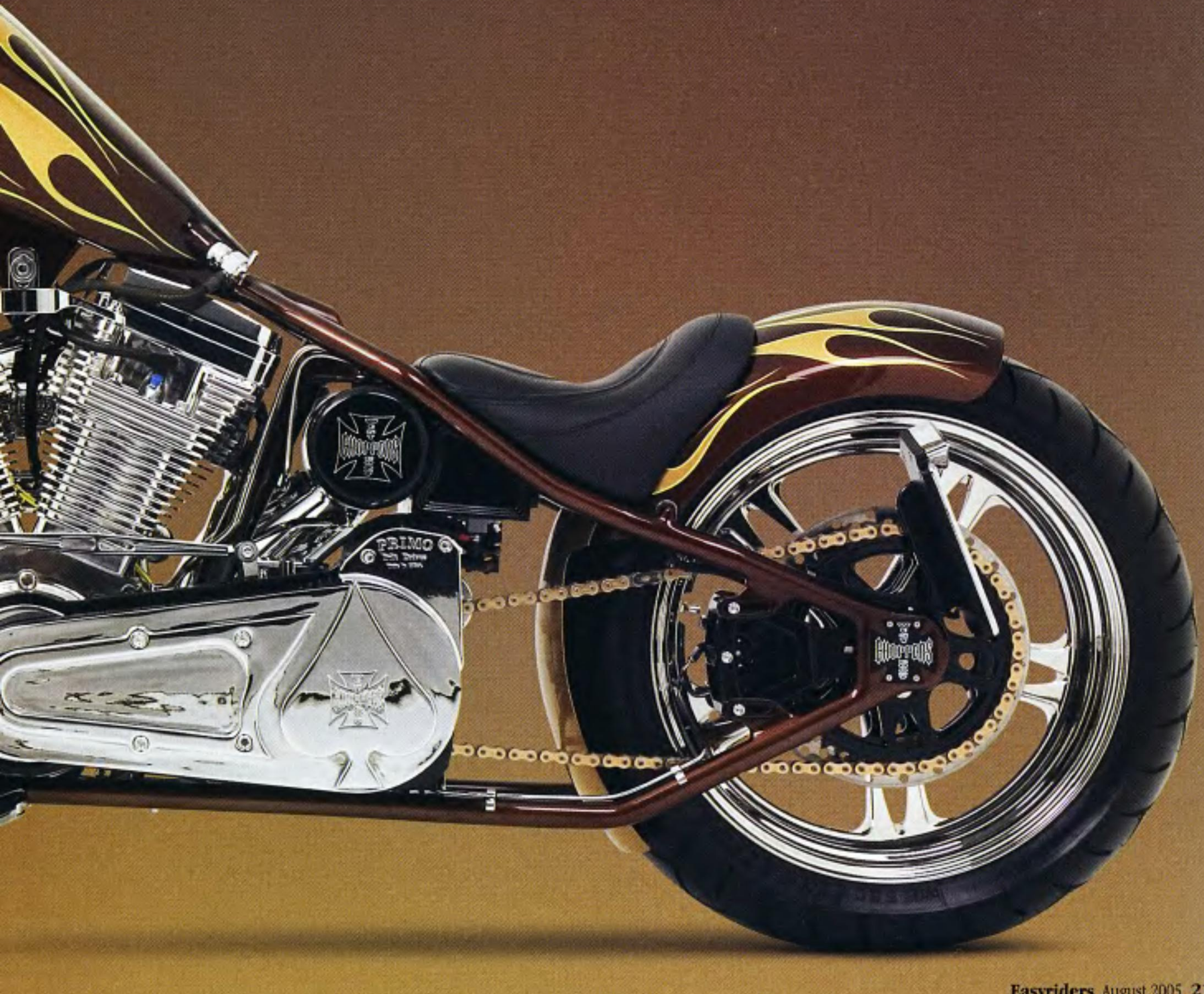
Frankie, was the first to see how cool it was, since he helped take off the wraps when it arrived. Shane's best friend Mike Deprospero became his right hand helper on this project.

At first glance, most people will generalize that they are looking at another fine WCC bike. But NO! There's a gaggle of special custom gee-gaws that Shane, Frankie and their merry band of helpers came up with to make their "Root Beer Float"; it's everything that Jesse would have done and more.

For instance, Shane's good friend, Marty Adragna, laid down welds so fine that Jesse himself would have been impressed and the 106-cubic-inch billet stroker motor is from PJ's Customs and it's a work of art.

Shane enjoys every ride and says, "Even rides to the grocery store are cool." He often rides to Syracuse and hangs at Dinosaur Barbecue, or over to Harpoon Eddie's for some tire-kickin' good times.

When we talked with Shane, he was actually building his first project for a paying customer. We didn't get to look under the tarp, but if it's anything like his last two scoots, you will be seeing it right here in *Easyriders*. —*El Queso*



GENERAL

Owner: John Gutierez
City: El Dorado Hills, California
Fabrication: Shane Gatto and Mike Deprospero
Model: 2003 West Coast Choppers CFL
Assembly: Shane, Frankie, Mike
Design: Jesse James
Time: one year
Chroming: S&H Plating

ENGINE

Year/Model: 2003 PJ Stroker
Builder: PJ's Customs
Displacement: 106 cubic inches
Ignition: Dyna
Lower end: PJ's Customs
Balancing: PJ's Customs
Pistons: Aries
Heads: PJ's Customs
Cam: JIMS
Lifters: JIMS
Carb: Chromed S&S Super G
Pipes: FU by West Coast Choppers

TRANSMISSION

Year/make: 2003 Baker 6-speed

PAINTING

Molding: Mike Depalma
Painter: Mike Depalma
Type/color: House of Kolors Kandy root beer
Special paint: gold flames by Mike Depalma

FRAME

Year/make: 2003 West Coast Choppers
Type: CFL rigid
Rake: 38 degrees
Stretch: 3 up, 1 out

ACCESSORIES

Bars: Lane Splitters by WCC
Risers: Choppers Inc.
Handlebar controls: Performance Machine
Fenders: WCC rigid 8s
Headlight: Headwinds
Taillight: Paul Yaffe Originals
Pegs: Performance Machine
Foot controls: Performance Machine
Electrics: Shane Gatto
Gas tank: WCC
Oil tank: WCC
Seat: Danny Gray
Mirrors: none
Grips: Performance Machine

FRONT END

Type: wide
Rebuilder: Perse
Modifications: 9 inches over

WHEELS

Hub: PM Villain
Size: 21 x 2.15 front/18 x 10.5 rear
Tires: Metzeler ME880
Brakes: Performance Machine
Photos: Dino Petrocelli

Shown smaller than actual size of approximately 9" (22.86 cm) in length x 6" (15.24 cm) in height.

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Happenings

ALABAMA
Cruisin' for Critters
Date: Aug. 20
Place: VFW, Wetumpka
Info: 334-264-4506

Bike-O-Rama 10
Date: Aug. 27-28
Place: Bay Minette
Info: 251-937-9542
www.bikeorama.org

ARIZONA
Motorcycle Swap Meet
Date: Jul. 31
Place: Peoria
Info: 602 434-9581

Ghost Ride
Date: Aug. 7
Place: Verde Valley
Info: 928-639-4675

Annual Chili Cook-Off
Date: Aug. 21
Place: Prescott
Info: 928-771-0380

CALIFORNIA
Shaver Lake Day Ride
Date: Aug. 6
Place: ABATE 24
Info: Phil 559-291-9978

Annual Choc Ride
Date: Aug. 21
Place: Orange
Info: 949-874-1822
www.chocride.org

Swap Meet
Date: Aug. 21
Place: Fairplex, Pomona
Info: 714-557-1846
toppingevents.com

Thunder Rolls
Date: Aug. 26-28
Place: Anderson
Info: 530-347-4774
www.thunderrolls.org

COLORADO
Annual M/C Rodeo
Date: Jul. 30-31
Place: Loveland
whitebufallosaloon.com

Serenity Run
Date: Aug. 4 - 7
Place: Cedaredge
Info: 303-853-0229.

ABATE Campout
Date: Aug. 20-21
Place: ABATE Dist. 11
Info: 719-395-0360

Veterans Rally & Festival
Date: Aug. 18-21
Place: Cripple Creek
Info: 719-487-8005
www.pro-promotions.com

Poker Run and Bowling
Date: Aug. 27
Place: ABATE Dist. 11
Info: 719-395-0360

CONNECTICUT
Make a Wish Run
Date: Aug. 21
Place: Plainfield VFW
Info: 860-564-8292

DELAWARE
MAV Dance
Date: Aug. 6
Place: Price's Corner
motorcycleaccident
victims.org

Sweaty Ball Run
Date: Aug. 14
Place: Wilmington
fourseasonsmc.com

ABATE Run for the Kids
Date: Aug. 21
Info: abateofde.com

GEORGIA
Swap Meet & Show
Date: Jul. 31
Place: Atlanta
Info: 404-294-8900

Annual Beat the Heat
Poker Run
Date: Aug. 7
Place: ABATE D. 8
Info: 706-592-1015

Fall Southern Rock
Thunder Rally
Date: Aug. 7-9
Place: Milledgeville
Info: 478-453-7057
thesouthernrock.com

Satilla Heart Center
Benefit Ride
Date: Aug. 27
Place: Waycross
Fairgrounds
Info: 912-287-2744

IDAHO
Annual Steel
Stallion Roundup
Date: Jul. 31
Place: Boise
Info: 208-713-1080

ILLINOIS
Walneck's Swap Meet
Date: Aug. 7
Place: Grayslake
Info: 630-985-2097
walneckswap.com

Walneck's Swap Meet
Date: Aug. 14
Place: Woodstock
Info: 630-985-2097
walneckswap.com

INDIANA
Freedom Ride
Date: Aug. 13
Place: S&S, Claksville
Info: 812-923-3400
www.ourplaceinc.org

Swap Meet
Date: Aug. 21
Place: Indianapolis
Info: 630-985-2097
walneckswap.com

Wings of Angels
Date: Aug. 27
Place: Monarch
Beverage, Indianapolis
Info: 317-536-0250
www.ambassadors
forchildren.org

IOWA
Hawgstock M/C Rally
Date: Aug. 26-28
Place: Winterset
Info: 515-202-4113
www.hawgstock.com

KANSAS
Pre-Sturgis Party
Date: Jul. 29-30
Place: Ashton
Info: 316-544-1656

KENTUCKY
State HOG Rally
Date: Jul. 28-30
Place: Paducah
Info: 859-744-0691
kystatehogrally.com

Iron Rear Run
Date: Aug. 6
Place: Beaver Dam
Info: 270-316-0355
www.sfcmm.org.

Hawg Valley Bike Rally
Date: Aug. 18-21
Place: Graham
Info: 270-338-7818
hawgvalley
bikerally.com

MAINE
Run to the Sea
Date: Aug. 7
Place: United Bikers
Maine, Oxford
Info: 207-369-9679

Statewide Weekend
Date: Aug. 19-21
Place: United
Bikers Maine
www.ubm-usa.org

MARYLAND
East Coast Sturgis
Date: Aug. 11-14
Place: Little Orleans,
eastcoaststurgis.com

Firestorm 3
Date: Aug. 13
Place: Charles County
Fairgrounds, La Plata
Info: 301-893-2900
fireupthundrout.com

Memorial Ride
Date: Aug. 20-21
Place: Hughesville
Info: 301-893-2900
fireupthundrout.com

March of Dimes Ride
Date: Aug. 21
Place: Amer. Legion,
Havre De Grace
Info: 410-752-8076
marchofdimes.com/ride

MASSACHUSETTS
Memorial Ride
Date: Jul. 30
Place: Whately Truck
Stop, Whately
Info: 413-339-4280,

RI-MA State HOG Rally
Date: Aug. 11-13
Place: Portsmouth
Info: 413-596-9470
maristatehogrally.com

Nelson's Run
Date: Aug. 28
Place: Ipswich
Info: 978-388.3629
www.nelsonsride.org

Poker Run
Date: Aug. 28
Place: JP Greers, S.
Weymouth
Info: 508-697-8026
www.aladd.org

MICHIGAN
Observation Run
Date: Jul. 30
Place: Region 14
chelseafestivals.com

Easyriders Rodeo
Date: Aug. 19-21
Place: Fowlerville
Info: 800-962-9857
easyridersevents.com

MINNESOTA
MS River Road Run
Date: Aug. 20-21
Place: St. Paul.
National MS Society
Info: 800-582-5296,
612-335-7900
msriverroadrun.com

Whiskey Ditch Rally
Date: Aug. 26-28
Place: Fairgrounds,
Worthington
Info: 507-372-2919

MISSISSIPPI
Membership Party
Date: Aug. 13
Place: ABATE
Monticello
Info: msabate.com

Sturgis (MS)
Motorcycle Rally
Date: Aug. 19-21
Place: Sturgis
sturgismsrally.com

MISSOURI
Annual Trike-In
Date: Jul. 30-Aug. 6
Place: Forsyth
Info: 417-683-9096
www.btw-trikers.org

Root Hog Rally
Date: Aug. 19–21
Place: Arrowhead
Campground, Grassy
Info: 573-624-5321

MONTANA
Ridin' The Rockies
Date: Aug. 12-15
Place: Three Forks
Info: 208-765-6183
ridintherockies.com

Beartooth Bound
Women's Rally
Date: Aug. 18-20
Place: Billings
Info: 406-259-4416
www.beartooth
bound.org

NEBRASKA
Hawg Stop 2005
Date: Aug. 4-13
Place: Brownlee
sandhillshawgstop.com

Biker Bash
Date: Aug. 6
Place: Five Rocks,
Gering
Info: 308-436-0056
www.gering.org

Poor Boy Ride
Date: Aug. 20
Place: Omaha
rpmcomaha.com

NEW HAMPSHIRE
State HOG Rally
Date: Aug. 18-20
Place: Loon Mtn.
Info: 802-872-8545
nhvtstatehogrally.com

NEW JERSEY
Miracle Run
Date: Jul. 31
Place: Cranford,
Millstone
Info: 201-991-9170

Gathering of
the Tribes
Date: Aug. 20-21
Place: Mt. Holly
Info: 215-234-8611
pagospelriders.com

NEW YORK
Ironworkers
Motorcycle Run
Date: Aug. 5
Place: Oneonta
Info: 917-215-0315

Mountain Poker Run
Date: Aug. 6
Place: Columbia
Chapter ABATE
Info: 518-822-0643

Annual Helmet
Run/Rodeo
Date: Aug. 13
Place: Oneida
County ABATE
Info: 315-337-3696,
oneida-abate.org

Freedom Ride
Date: Aug. 13
Place: Tompkins
County ABATE
abatetompkins.org

Bikers Riding
Against Child Abuse
Date: Aug. 13
Place: Scriba
Info: 315-343-8490

Damascus Wheelers
Poker Run
Date: Aug. 14
Place: Webster
Info: 315-524-4471

Red Knights MC
Ride for the Arc
Date: Aug. 20
Place: Rome
Info: 315-733-0096
redknights19.org.

Rodeo & Swap Meet
Date: Aug. 20
Place: E. Suffolk
Info: 631-924-1053
abateofnyeastern
suffolk.org

Ride and Rock 2005
Date: Aug. 20
Place: Fish & Game
Club, Dansville
Info: 585-335-2084
www.clr-mc.com

Rally in the Valley
Date: Aug. 20-21
Place: Greater Olean
Info: 716-372-4433
www.oleanny.com

Poags Hole Hillclimb
Date: Aug. 21
Place: Dansville
Info: 585-335-9260
poagshole.com

Niagara County MC
Field Meet
Date: Aug. 27
Place: Twin Oaks
Info: 718-791-4039

Cure 2005
Date: Aug. 28
Place: Rush
Creekside Inn
outcharityevents.com

NORTH CAROLINA
Buffalo Soldiers MC
Annual Dance
Date: Aug. 6
Place: Fayetteville
Info: 910-527-3858,
ncbuffalosoldiers.com

NORTH DAKOTA
Ma's Fun Run
Date: Jul. 29
Place: Bismarck
www.abatend.com

Annual Toy Run
Date: Aug. 20
www.abatend.com

OHIO
Honda Homecoming
Date: Jul. 28-30
Place: Marysville
Info: 800-846-0422
ohio.honda.com

Wetzelland
Date: Jul. 29-31
Place: Van Wert
Info: 419-587-3826
www.wetzelmc.com

Covered Bridge Run
Date: Jul. 30
Place: Marysville
Info: 937-246-2089
www.abate.com

ABATE Sturgis East
Date: Aug. 5
Place: TBA
Info: 513-575-1582
region5abate.com

Freedom Ride
Date: Aug. 6
Place: Van Wert
Info: 419-222-4424
www.abate.com

ABATE Liberty Run
Date: Aug. 6
Place: Edon
Info: 419-499-0687
www.abate.com

Christmas for Kids
Date: Aug. 7
Place: Walton Falls
Info: 330-654-2761
www.abate.com

Annaul ABATE
Biker Bash
Date: Aug. 12-14
Place: East Sparta
Info: 330-654-2761
www.abate.com

Sturgis East Run
Date: Aug. 13
Place: W. Jefferson
Info: 937-246-2089
www.abate.com

Shrine Fun Run
for Charity
Date: Aug. 14
Place: Weston
Info: 419-832-0328

Bike Rally
Date: Aug. 20
Place: Sam's Place,
Blakeslee
Info: 419-272-2222

ABATE Olympics
Date: Aug. 20
Place: Columbus
Info: Bob Eshleman
937-246-2089
www.abate.com

Wish Run
for Charity
Date: Aug. 26-27
Place: Deshler
Info: 419-275-2304
www.eaglesons-
wish-run.com

M/C Swap Meet
Date: Aug. 28
Place: Fairgrounds,
Springfield
Info: 630-985-2097
walneckswap.com

Memorial Ride
Date: Aug. 28
Place: Springfield
Info: 937-879-0251
www.abate.com

OKLAHOMA
Running Of The Rats
Date: Jul. 16
Place: Enid
Info: 800-749-5054
ironlivergoons.com

Mid-Summer
Thunder IV
Date: Jul. 28-31
Place: Eufaula Park
Info: 918-843-2040
www.mstrun.com

OREGON
State HOG Rally
Date: Aug. 18-20
Place: Welches
Info: 877-RALLYOR
orstatehograllу.com

Annual Desert
Dash Rally
Date: Aug. 19-21
Place: Harney
County Fairgrounds
Info: 541-573-7984
desertdashrally.com

Northwest Nationals
Date: Aug. 27-28
Place: Woodburn
Info: 336-924-2095
www.ahdra.com

PENNSYLVANIA
Reading MC 91st
Ann. Bash
Date: Jul. 29-30
Place: Oley
Info: 610-987-6422
www.readingmc.com

Rain Day Boo
Date: Jul. 29
Place: ABATE
Greene County
www.abatepa.org

ABATE Toy Run
Date: Jul. 30
Place: Wash. County
Info: abatepa.org

Famous Poker Run
Date: Jul. 29-31
Place: Erie County
www.abatepa.org

Memorial Run
Date: Aug. 7
Place: Cambria Co
Info: abatepa.org

State HOG Rally
Date: Aug. 11-13
Place: Johnstown
Info: 800-218-9505
pastatehograllу.com

Lehighton Bike
Night VII
Date: Aug. 13
Place: Lehighton
Info: 570-992-4046
lehightonbikenight.org

Gold Star Ride
Date: Aug. 13
Place: Mon Valley
monvalleyabate.org

Charity Run
Date: Aug. 13
Place: Somerset
Info: abatepa.org

Annual Somerset
Thunder
Date: Aug. 20
Place: Somerset,
Info: scsar.org

ABATE Mem. Run
Date: Aug. 21
Place: Greene Cnty
Info: abatepa.org

ABATE Charity Run
Date: Aug. 27
Place: Fayette Cnty
fayetteabate.org

RHODE ISLAND
State HOG Rally
Date: Aug. 11-13
Place: Portsmouth
Info: 413-596-9470
maristatehograllу.com

SOUTH CAROLINA
Freedom Ride
Date: Aug. 6
Place: Rock Hill
Info: 803-493-7994

SOUTH DAKOTA
65th Sturgis Rally
Date: Aug. 7-14
Place: Sturgis.
sturgisrally.com
jackpine-gypsies.com

Custer Cruisin' Rally
Date: Aug. 7-13
Place: Custer
custercruisin.com

Thunder On
The Prarie
Date: Aug. 7-11
Place: Newell
prarie.com

Sturgis Drags
Date: Aug. 7-8
Place: Sturgis
Info: 336-924-2095
www.ahdra.com

TENNESSEE
Biker Bash
Date: Aug. 12-14
Place: Ringgold
Info: 423-413-1681,
roadrashmag.com

AHDRA Nationals
Aug. 13-14
Place: Bristol
Info: 336-924-2095
www.ahdra.com

Swap Meet
Date: Aug. 20
Place: TN Expo
Center, Smyrna
Info: 615-364-1828
bikerdesigns.com

TEXAS
Cannonball Run
Date: Aug. 12-14
Place: Weesatche
Info: 361-564-3726

Annual Hot Fun
Summer Run
Date: Aug. 19-21
Place: New
Summerfield
Info: 903-530-8149
longridersmotor
cycleclub oftexas.org

UTAH
Pocatello Fun Run
Date: Jul. 30
Place: ABATE North.
abateofutah.org

Fryed Brothers
Date: Aug. 5
Place: S. Salt Lake
Info: 801-232-2949
barbarycoast
saloon.com

Mountain Magic Run
Date: Aug. 6-7
Place: ABATE Davis
abateofutah.org

ABATE Lagoon Day
Date: Aug. 13
Place: Juniper Terr.
abateofutah.org

Hart Memorial Ride
Date: Aug. 20-21
Place: ABATE Weber
abateofutah.org

Pig Roast and Party
Date: Aug. 20
Place: Ore House
Saloon. Copperton
Info: 801-352-9571

VIRGINIA
Dirt Drags
Date: Jul. 25
Place: Surry
Info: 757-357-0202

Ride To Remember
Date: Aug. 6
Place: Cycle World.
Virginia Beach
ridetoremember.info

WASHINGTON
Critter Ride
Date: Aug. 13
Place: Anacortes
Info: 360-293-4061

State HOG Rally
Date: Aug. 24-27
Place: Bellevue
Info: 360-391-1870
wastatehograllу.com

BrotherFest '05
Date: Aug. 27-28
Place: McMillian
Grange, Puyallup
bandofbrothersmc.org

WEST VIRGINIA
Freedom Fest
Date: Jul. 20-24
Place: Snowshoe
Info: 877-441-4FUN
snowshoefreedomfest.com

Mountainfest
Date: Jul. 29-31
Place: Morgantown
Info: 866-WVA-BIKE
wvmountainfest.com

WISCONSIN
Milwaukee Rally
Date: Jul. 28-31
Place: State Fair Park
Info: 414-224-9424
milwaukeerally.com

Cancer Poker Run
Date: Aug. 27
Place: Cambria
Info: 608-429-3112

WYOMING
Phil Vanderpoel
Memorial Poker Run
Date: Jul. 23
Place: Guernsey
abateofwyoming.org

Run to WyColo
Date: Jul. 24
Place: Cheyenne
maverickcycles.com

Laramie HOG Picnic
Date: Jul. 31
Place: Laramie HOG
Info: 307-721-1024
laramiehog.org

Ride the Rock/
Ham'N'Jam
Date: Aug. 10
Place: Hulett
Info: 307-467-5626
hulettrally.com

Kaycee Poker Run
and Rodeo
Date: Aug. 27
Place: Butch's
abateofwyoming.org

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

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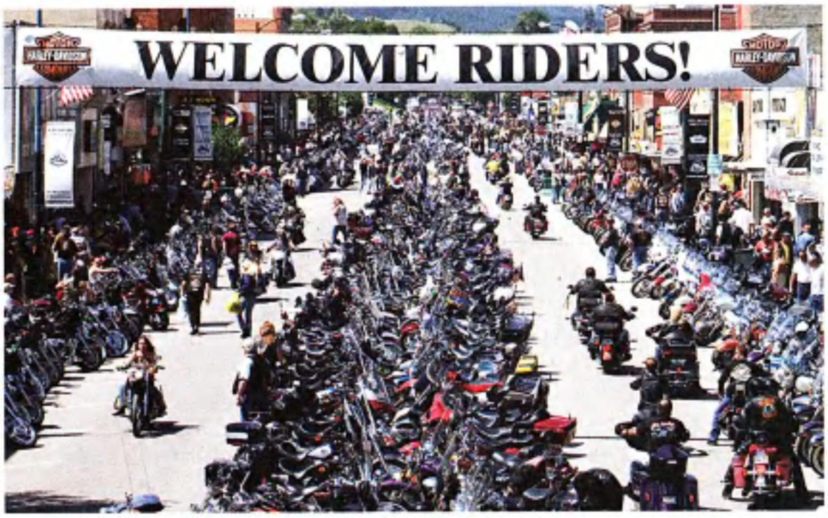

Photo: Mike Lichter

Sturgis Bike Week Events

KIDS & CHROME BENEFIT IN STURGIS

New to the Sturgis Rally this year is the Kids & Chrome benefit, scheduled for Wednesday, 10 August, 2005 at the Black Hills Convention Center in Spearfish, South Dakota. This event is supported by the motorcycle world's who's who. Industry leaders continue to sign on to ensure the success of Kids & Chrome. This dinner and auction will be emceed by Ted Sands of Performance Machine, who will announce the winners of two motorcycle raffles and preside over a short, live auction of exceptional donated items.

You will have the opportunity to bid on everything from exciting vacation packages and high-end state-of-the-art motorcycle components to two authenticated guitars, one signed by Dale Earnhardt Jr., Kenny Chesney and Brooks & Dunn, and a second signed by the timeless and highly acclaimed Doobie Brothers.

Dave Nichols of *Easyriders* and *V-Twin* magazines will announce the winner of the new Teresi V-Twin Innovation Award.This prize recognizes an individual or company that has developed an outstanding product, service, design or invention introduced at the V-Twin Expo in Cincinnati or Daytona Bike Week during the current year. The honoree will receive a plaque and $100,000.00 worth of advertising in Paisano Publications magazines over the next one-year period to promote their product.

Those hoping to participate but unable to attend the gala dinner can lend their support by purchasing raffle tickets for two incredible custom bikes.The first is from Jesse Jurrens of Independent Cycle in Rapid City, S.D., valued at $70,000. A maximum of 1,000 tickets will be sold for $100 each, or six for $500.The second is a custom from Todd and Shelly Erdman of Thunder Mountain Customs in Fort Collins, Colo., valued at $40,000.Ticket donations for this bike are $10 each or $50 for six. Look for raffle tickets now being advertised in several major motorcycle publications and available on the Kids & Chrome Web site www.kidsandchrome.org.

Event banquet tickets are being sold by invitation only. The number of guests is limited to 400, so make your interest known right away by calling 605.782.2331 or visiting the Web site.

100 YEARS OF MOTORCYCLES RALLY

If you live in the great Northwest, make sure to ride to Rosalia, Washington, this August 20th to meet many of the famous custom bike builders seen on The Discovery Channel's *Biker Build-Off* TV series. Besides meeting the builders and getting an autograph or photo op, there'll be live music all day. It's a grassroots biker party you won't want to miss; it's just 30 miles from Spokane. This run will remind you of the Sturgis Rallies of the '60s! Go to www.100yearsofmotorcycles.com or call 509-892-2111.

Back In The Saddle

WIN A COOL CUSTOM IN THE EASYRIDERS/ J&P CYCLES BUILD-A-BIKE CONTEST

It's that time of year again, time to enter the annual *Easyriders*/J&P Cycles Build-A-Bike Contest. That's right, you could be the lucky winner of a custom bike built by Custom Chrome. Watch next month's issue of *Easyriders* to see an artist's rendering of what your winning ride might look like. Then follow along over the next few months as we assemble the parts and put your dream bike together. We'll cap this contest off with a bike feature on the finished motorcycle in our December issue.

All you have to do to win is watch the October, November, and December issues of *Easyriders* for the J&P Cycles ad and enter the *Easyriders*/J&P Cycles Build-A-Bike Contest. You can bet some lucky reader out there will win a righteous ride…it might as well be YOU!

—Phantom

Coast To Coast

Biker News

MOTORCYCLE CLUBS OPPOSE PATRIOT ACT: The Northern California Confederation of Clubs, representing 41 motorcycle clubs—including the Hells Angels and the Vagos—is asking its members to send letters to their senators opposing the USA Patriot Act. They also oppose California's Gang Abatement Act and a similar measure now before Congress (S 155, HR 970), according to an April 19 Associated Press article appearing in the *Las Vegas Review-Journal*.

According to Nick Vales, a Vagos member and founder of the Sacramento Bill of Rights Society, the California Justice Department classifies Hells Angels and Vagos as "motorcycle gangs" and treats them the same as street gangs. "We are not a gang," said Vales.

The federal legislation contains several provisions similar to the Patriot Act, but unlike the Patriot Act, these provisions don't have a "sunset clause," i.e. they are not subject to periodic review and possible expiration. "If they lose those parts of the Patriot Act, they will still have them in the gang law," Vales said.

Under the California Gang Abatement Act, a misdemeanor charge automatically becomes a felony if you are identified as a gang member, and a six-month sentence can be increased to five or 10 years. It also becomes a strike against you under California's Three-Strike law.

People are being coerced by the threat of long sentences to sign a statement admitting to being a gang member. "This would make me a 'person of interest' under the Patriot Act," Vales said.

"Because of the vagueness of the legislation, if I go to see my brother in Chicago, I can be charged with money laundering because I take cash across a state line and am identified with a motorcycle club.

"Our club also has ties in other countries, such as Mexico and Japan," Vales said. "If I give a club brother in Mexico $100, I could be charged with supporting terrorism in another country. Even collecting dues for any club or association can be called money laundering."

"We're trying to educate all our people that they have rights and should stand up for their rights," said Vales.

AUSTRALIAN POLICE WANT TO BAN BIKER PATCHES: Police Commissioner Karl O'Callaghan wants laws toughened to crack down further on outlaw "bikie gangs." The police legal services team is reviewing possible legislation, including that affecting bikers, and Commissioner O'Callaghan will take his proposals to Police Minister Michelle Roberts within weeks, according to *The Sunday Times*.

South-West district Supt. Ron Randall wants the reforms to include a ban on bikers wearing their colors in public. And they should be stopped from riding in groups bigger than four when moving between towns, he said.

"All I'm saying is that the environment may now be conducive to some debate on this issue, whether or not there is a need for reforms and separate legislation, and whether or not this is viable," he said.

Reforms that might result from such debate would benefit the community because police resources now used to deal with "bikies" could be used elsewhere, he said.

TROOPER TELLS 911 CALLER "TOO BAD": A Connecticut state trooper was suspended for 15 days without pay after he was recorded on a 911 tape saying "too bad" to a caller seeking help for a man injured in a motorcycle accident, reported the Associated Press on March 22, 2005.

State police said the dismissive answer caught on tape by Trooper Robert Peasley did not affect the response time to the accident involving Justin Sawyer, 21, who died of a severe head injury a week after the accident last August.

Russell Shepard, a friend of Sawyer's, called 911, which was routed to the state police barracks in Montville, Connecticut. When he reported the accident, officer Peasley said, "Yeah ...too bad," and hung up, according to the audiotape obtained by WTNH-TV.

Shepard said he was shocked, believing he had reached a wrong number. So another friend made a second call. "Yeah," the officer responded. "Help will get there. Shouldn't be playing games."

A third emergency call was finally answered by a different dispatcher, who asked about Sawyer's condition and advised those nearby to not touch him.

"I am absolutely outraged every time I hear that 'too bad' and then click," said Sawyer's father, Jim Sawyer. "I only know that I would have felt a whole lot more comfortable if I had heard people responding on the end of that 911 call with some heart and caring."

State police said the comments by Peasley, an 18-year veteran, were unprofessional, and the agency apologized if, "our actions added to the family's pain."

WEIRD NEWS: HYDROGEN-POWERED MOTORCYCLE IS TOO QUIET: The world's first hydrogen-powered motorcycle has been launched in Britain. It can reach 50 mph in 12 seconds, produces no emissions and is as quiet as a laptop computer - but that could be a problem. While anti-noise groups welcome the prospect of a quiet motorcycle, engineers are considering adding an artificial "vroom" as they worry its silence might be dangerous.

Harry Bradbury, chief executive of manufacturer Intelligent Energy, said: "There has never been a silent bike produced, so no one is used to it. As it goes forward towards production, we're going to give thought to some light noise modulation." He is planning to introduce an artificial engine noise which could be used in an urban setting to alert other road users but switched off in the countryside to allow for a peaceful ride. The bike is powered by a briefcase-sized cell filled with high-pressure hydrogen, which needs to be refilled every 100 miles.

CHOPPER CHOP: Most of us grew up in the back of Mom and Dad's car playing driving games such as "slug bug" or "punch buggy" when you're the first to spot a VW "bug" on the road, or more recently "cruiser bruiser" for kids who see a PT Cruiser cruising alongside the family sedan.

Cathryne Darmer of ABATE of California suggests a new twist on the old road games with "chopper chop," where the first one to notice a motorcycle gets to render a harmless karate chop to the leg of their traveling companion. The idea is to teach kids to play the game and instill awareness of motorcycles in traffic. Adds a new meaning to "Look Out For Motorcycles!"

(NOT SO) QUOTABLE QUOTES: "They are the scourge on our highways.... They are an epidemic.... They continue to clog the trauma centers of America."

Dr. Jeffery W. Runge, Administrator (NHTSA) Referring to motorcyclists.

—Bill Bish, NCOM

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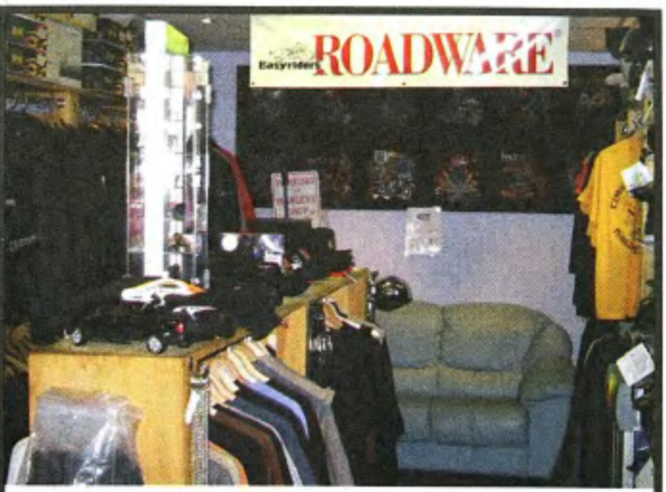

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Politics

MRF RESPONDS TO DR. JEFFREY RUNGE AND THE *DETROIT FREE PRESS*

The Motorcycle Riders Foundation (MRF) has recently issued two letters in response to separate incidents involving the public maligning of motorcyclists and motorcycling.

In the first incident, Dr. Jeffrey W. Runge, National Highway Traffic Safety Administration (NHSTA) Director, in a speech in March referred to motorcyclists by stating: "They are a scourge on our highway. They are an epidemic. They continue to clog the trauma centers of America," as reported by news organizations.

Runge, made his remarks while addressing delegates attending the Lifesavers Conference in Charlotte, North Carolina. Numerous attendees reported Dr. Runge's disparaging remarks regarding motorcyclists. The MRF has responded and is currently in the process of working Secretary of Transportation Norman Mineta staff to address Dr. Runge's remarks. The Department of Transportation oversees NHTSA.

Also in March, an editorial column, titled "No Brain, Our Gain," written by Brian Dickerson, appeared in the *Detroit Free Press*. Addressing ABATE of Michigan's recent success moving legislation in the Michigan State Senate to amend the Michigan helmet law, Dickerson called for mandatory organ donation by downed bikers, and alluded to motorcyclists being denied emergency medical coverage. Furthermore he likened this legislation, and the motorcyclists who support it, to Jack Kevorkian and the tragic case of Terri Schiavo in Florida.

The MRF has joined with other motorcycle organizations, and individual riders, in a united expression of concern. The MRF responses are now posted on the MRF Web site at: http://www.mrf.org/positionpapers.php. *—MRF*

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Mischler's H-D & BMW LLC
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920-887-8425

Helmet Laws

CONNECTICUT UPDATE

In Connecticut, on March 28th, proposed Senate Bill 721, the mandatory helmet law, died on the calendar after the Transportation Committee failed to raise the bill for a vote. This is what I had hoped would occur. While it gives no indication of precisely how many "no votes" we actually have, or who those votes are, it was the safer and surer course of action. We came a long way fast rising up to meet the challenge associated with Senators William Nickerson (R-Greenwich) and Bill Finch (D-Bridgeport). We also have a new governor who openly supports a mandatory helmet law for all riders.

Unfortunately, as we all know, they will not be going away and neither will future attempts to strip us of our freedom of choice. Our opponents are feverishly trying to turn the momentum their way by building on the Louisiana helmet reinstatement last year. At least a half-dozen states are considering helmet reinstatements and the proponents are using the Louisiana example and the resulting decline in deaths as their rallying cry.

—Richard Paukner, Connecticut Motorcycle Riders Association

Industry News

HARLEY STOCK PLUNGES

Harley-Davidson Motor Company is taking a close look at how many bikes they are building and shipping after their stock recently took the worst spill in its history. Though H-D recently released positive first quarter earnings (up 11% over last year), stock analysts are wondering about Harley's long-term growth.

"Management attributed the cuts to slow first-quarter sales, but we think the issue may run deeper than that," said RBC Capital analyst Ed Aaron. "We think Harley's underlying growth rate is lower than either management or investors perceive."

Harley-Davidson says that they'll cut 2005 production by 10,000 units from its original forecast and now plans to ship 329,000 bikes this year, up just 3.7% from a year ago. But many dealers have noticed a slow down in Harley sales this year. After all, up until 2005, if you wanted to buy a new Harley you had to get on a waiting list. Now there are bikes sitting in showrooms all across America.

Worldwide sales of motorcycles rose 2.8% in the quarter of 2005, driven by strong results from Europe and Japan. But retail sales in the U.S. fell about 1% from a year earlier. That resulted in the Motor Company's decision to trim production and cut its earnings growth outlook for the year and also to take a close look at their projected growth in future. They may back away from their goal to ship 400,000 motorcycles in 2007.

—Hawg Dawg

Healthcare

BIKERS' BILL

A bill to end insurance discrimination against bikers was introduced in the U.S. Senate earlier this year. Sponsored by Susan Collins (R-Maine) and Russ Fiengold (D-Wisc.), S 577 would close the current loophole that allows employer-sponsored health insurers to deny benefits based on the source of the injury. Currently, insurers are defining motorcycling, horseback and ATV riding as "recreational activities" and therefore under the current public law, can refuse to cover any injuries that stem from any of theses activities.

The loophole was opened by an administrative ruling that was issued in 2001 to Health Insurance Portability and Acountability Act (HIPAA).

A bill similar to S. 577— Health Care Parity for Legal Transportation, also by Collins and Feingold—made its way through the last congress and did pass the Senate but not the House. Call your Senator (202-224-3121) and ask them to co-sponsor the bill to end discrimination against motorcyclists.

House legislation had not been introduced as of press time but last year's House bill, while it did not come up for a vote, did have 177 cosponsors.

The Motorcycle Riders Foundation would like to thank every SMRO that traveled to Washington, D.C. last year to lobby for this legislation, but this is a new year and new legislation, so once again the MRF is issuing a call to action. Please take the time to call or e-mail your senator. *—MRF*

Events

RAT'S HOLE SHOW

Thunder in the Rockies national motorcycle rally in Colorado that is scheduled for September 1- 4 will feature one of the most recognized bike shows in the world—The Rat's Hole Custom Bike Show on September 3. And at the same time has lined up some kick-ass entertainment, brought to you by the Budweiser Events Center and Dream Machines Entertainment.

The Rat's Hole will showcase a minimum of 17 categories, including: Three-Wheeler, Street-Racer, Antique/Classics, Most Unusual, and Best of Show. Participating bikes will then be arranged according to entrants' registered classifications. Those interested in participating in the competition can pre-register online at www.RatsHole.com or can register on-site the day of the rally.

The three-concert lineup will kick off on Thursday, September 1st at 7:30 p.m. with the "Born to Be Wild" boys of Steppenwolf who will perform with Blue Oyster Cult. Tickets: $30 and $40 (VIP).

On Friday, September 2nd beginning at 7:30 p.m. Bret Michaels, front man for the hair-metal band Poison, will take the stage with .38 Special. Tickets: $25 and $35 (VIP).

Rounding out the lineup will be Alice Cooper, a pioneer of dark theatrics in heavy metal shows, who will bring his twisted rock to life on Sunday, September 4th at 7:30 p.m. Cheap Trick will also be performing this evening. Tickets: $40 and $50 (VIP).

Tickets for all three shows went on sale May 21st and may be purchased at the Budweiser Events Center Box Office, ComcastTix.com, Fort Fun in Ft. Collins, Ikon Center in Cheyenne, Woody's Newsstand and Cafe in Greeley, City News Newsstand in Longmont, or by calling 1-877-544-TIXX (8499).

Grounds admission to the rally will be free to the public. For more information call 970-292-0418 or visit the Web site at www.ThunderintheRockies.com.

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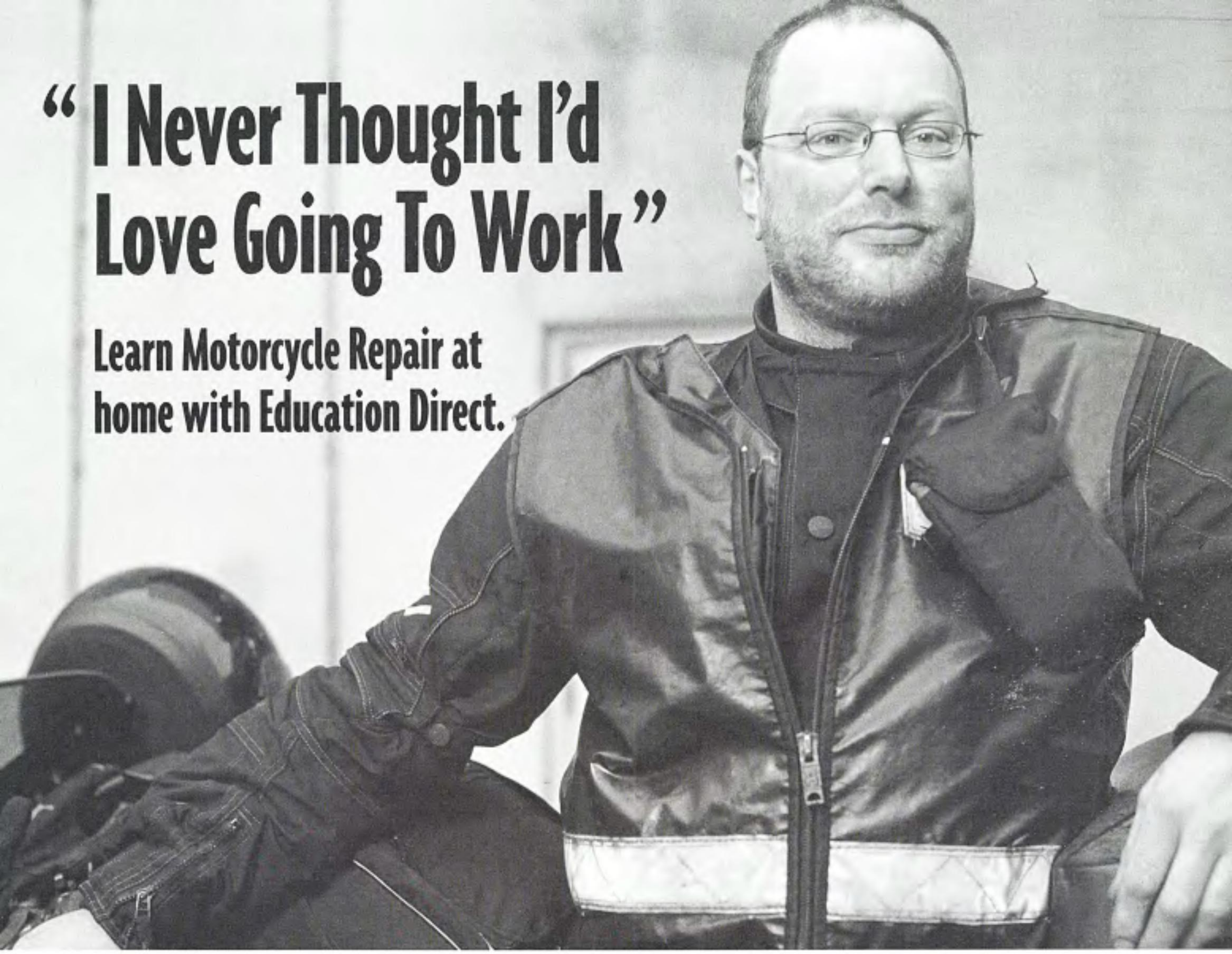
National Law Chart

Neither *Easyriders*, nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a,6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a,4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	r	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a,4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a,4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a,4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.



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Phone ( ) ____ E-mail ____

TALE OF THREE RUNS

Las Vegas

Lake Havasu

A few years back, the Laughlin River Run was king for two-wheeled fun and merriment for bikers of all kinds. It was a great way to start off the spring riding season and let's face it, cruisin' through the desert at high speeds can be a blast. Then, as with many major bike runs, people got greedy. Prices for hotel rooms skyrocketed, the cops decided it was open season on ticket writing for riders

and folks started lookin' for something else to do. It didn't take long.

A great little run to Lake Havasu started up offering a passel of fun with no worries, no attitudes and lower prices. Then a run sprouted up in Las Vegas that is a hoot and a half. Which to cover for the magazine? Well, how about all three! *Easyriders* sent out our intrepid roving reporters, Red Baron, Oil Can and Bugle, to kick over every rock in the desert so our readers might see what is squirming underneath.

So, kick it with a fruity drink with a little umbrella in it, Vegas-style…or just pop a coldie and check out this tale of three desert runs. Then, you pick where you wanna ride to next year. —*Phantom*

Las Vegas Spring Run

Welcome to Las Vegas, now get outta here! That seemed to be the theme of the first annual Las Vegas Spring Run last April, which was put on by the Las Vegas BikeFest Partnership, made up of ConvExx and Full Throttle Events, the same folks who've been giving you the highly successful Las Vegas BikeFest each and every September since 2001.

The Spring Run is, however, an animal of a different sort. At its very core, it's a poker run (leading far outside the city), but beyond that, the Spring Run serves as a prism through which the glaring lights of Las Vegas get fractured and reduced to their motley and unusual prime colors, allowing the rider a view of the city's environs he's most likely never imagined existed.

Of course, any good poker run requires its ante and with this being Vegas, the promoters didn't fool around and set it at a hefty $250 per person. The potential jackpot was accordingly large: the five best hands won $1,000 each, the five worst hands got half of that. The five best hands also got to draw for the Big Money Grand Prize, with a royal flush getting you a cool quarter mill, four of a kind adding up to 10 grand and the highest hand (not a royal flush) putting you onto a very cool-looking chopper from Las Vegas' own Count's Kustoms.

But first you had to make a hand. The 135 participants, all guests at the Golden Nugget Casino on Fremont Street, left the first morning for their first card to be drawn between noon and 2 p.m. at the Mt. Charleston Hotel in the Toiyabe National Forest. Getting there meant riding past, among other things, an "Adopt-A-Highway" sign sponsored by the Las Vegas Ski Club (who knew?) and through

actual snow at elevations above 8,000 feet. While the hotel was below snow level, the complimentary lunch out on the patio, though visually inspiring, was rather chilly.

For the second card, riders passed Las Vegas to the west and headed along a steady downhill slope straight into Red Rock Canyon. The 13-mile scenic drive around the park led past ancient formations of rock borne from what used to be gigantic sand dunes covering the area several million years ago. The third card lay just around the corner, on a table in a Western saloon in Bonnie Springs, a made-to-look-old mining town about six miles south of the park. Here, Old Nevada was coming alive in a somewhat kitschy and touristy way, with a slew of souvenir shops lining the main drag and a daily mock hanging taking place in the main square of town.

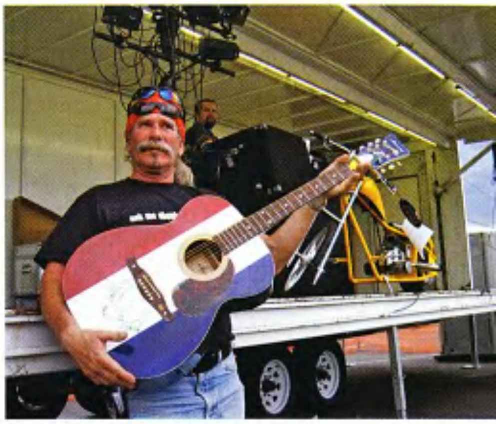
Back to the hotel for an evening of fun and games, or, as some of the participants did, party at Count's Kustoms, where you could drool over the Count's odd car collection and be witness to the unveiling of the chopper to be won the following evening.

The next day, folks saddled up early and rode some 50 miles out to the Valley of Fire, Nevada's oldest state park and another bizarre collection of Sandstone formations, with a few petrified tree logs thrown in and, in general, lots of dramatic scenery.

From here, the road led to Logandale, a small town in the Moapa Valley, where lunch was served and the fourth card was drawn. After that, the road back to Vegas led either along I-15, or, for a more leisurely ride, along State Route 169, which led through more incredible desert scenery and an occasional glimpse of Lake Mead.

Back at the Golden Nugget for the fifth card, riders were eagerly awaiting to see who would take home the Count's cool chopper. J. D. Simo and his band started off the festivities by laying down some '70s rock 'n' roll before Harry Schwartz of the Partnership announced the winners. While none of the five holders of best hands drew a royal flush to win the quarter million, Marc Sullivan of Sandy, Utah, drew an ace-high straight to nab the chopper.

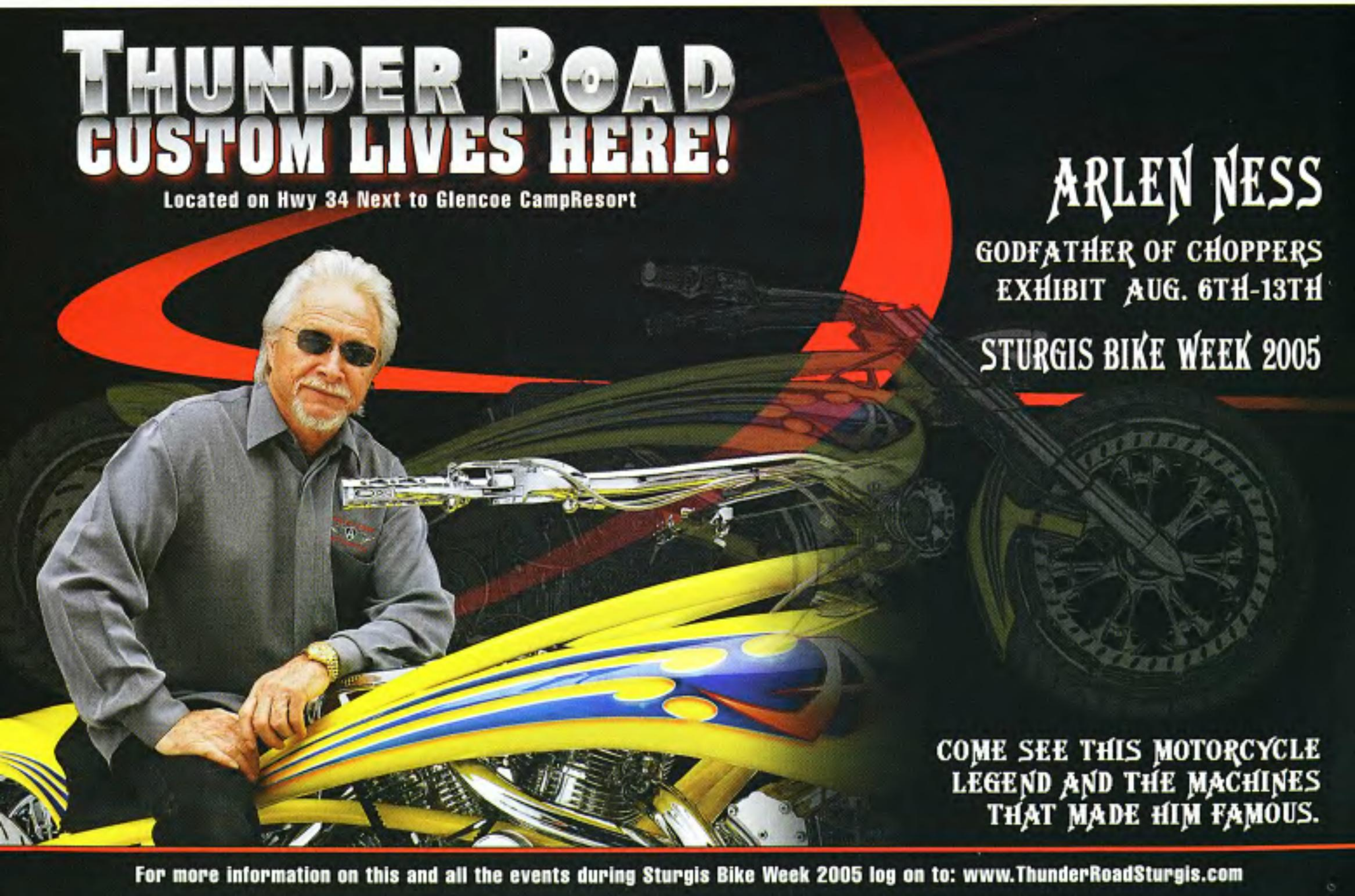
For next year's run, the promoters are already working on a few different routes, just to keep it interesting. Visit www.lasvegasspringrun.com for more information on the next Spring Run. It's definetly better than dealing with all the Laughlin crap . —*Red Baron*



Lake Havasu City

As we all tend to get bored with certain things and elements in our lives, we often search for new and exciting things to amuse ourselves with. For example: Bored with having little else to do at the Laughlin River Run than just stand around in the heat and gamble and having an over bearing law enforcement element almost outnumber the riding element, several "anti-Laughlin" runs have emerged. One being the run called: Piss On Laughlin.

In its third year, POL is now sponsored by the Vietnam Vets MC's L Chapter in Lake Havasu City, Arizona. The VNVMC handled all the poker stops and hosted the party at the end location. Each year



this run takes its proceeds and finds a worthy charity to give them to. This year the lucky recipient was Troops Now And Tomorrow Inc. This organization collects comfort items and ships them to the troops stationed in Iraq. And, judging by the raffle sales and auction receipts, they're gonna do great things this year.

The auctioned items included a red, white, and blue guitar autographed by the country music group Montgomery Gentry that went for a whopping $2,500 and a mini-chopper that was originally won with a winning bid of $1,500. However, that winner donated both the bike and the money back to TNAT and the bike was auctioned off for an additional $800. Yup, $4,800 in mere minutes.

The cool thing about this run is that it's a great time. The Poker Run itself is only a 70-mile round trip…but it takes all day. Why? 'Cause it involves riding around Havasu sans helmet and stopping at five different bars—including two floating bars, where bikers get to co-mingle with bikini clad river ladies. Ahh, that's really why it takes all day. Besides, when was the last time you got a beer for $2.50 it Laughlin?

The ride culminates at a place called the Pourhouse with a great BBQ, bike show and both live and DJ entertainment. This event grows larger every year, so make your plans for next year's event early. For info, contact Iceman at 928-854-1550.

Piss on Laughlin. *—Oil Can*

Laughlin Returns

Three years after the big shoot-out, The Laughlin River Run is back to its old self. Over an extended weekend, from April 20 to 24, the Nevada gambling Mecca of blue-hair America again became SoCal's version of bike week.

The mile-and-a-half length of Casino Drive, more commonly known as "The Strip," has all the accoutrements of Vegas packed into a desert-sized sardine can. Spreading over this landscape were several hundred vendors; they filled the parking lots of seven of the eight hotels that line the west bank of the Colorado River. This close proximity to each other has a plus side, in that the attendees can park their bikes and walk the whole vendor area.

The rider turnout appeared to be in the 30,000 to 40,000 range, although the local media was reporting an attendance number of 80,000; they were probably looking through sandblasted glasses. The vendors we talked to were very happy with the turnout and said that the riders were spending freely.

The riders that we questioned said that the vendor lineup was great, the entertainment first rate and the police profile seemed to be less than last year. The only complaint we received, was the often-expressed dismay at the price gouging for hotel rooms. Don't believe me? Read on.

This year the actual "run" was really two events; Dal-Con Promotions, the original promoter, was joined by Outburst Promotions. Dal-Con, which owns the Laughlin River Run name, had most of the vendor real estate tied up in six hotel parking lots.

Outburst was operating out of the Edgewater Hotel's parking lot, which covers several acres. They called their event Laughlin's Biker Mardi Gras. Outburst had the most advertised draw, Billy Lane's Blood Sweat & Gears Tour, which rolled into town on Wednesday with his mobile bike-building extravaganza.

Because of the area that the Laughlin Run draws from, it probably has the highest per-capita income of any bike run. This was not lost on the vendors, promoters or area hotels. Like we said earlier, the average hotel room cost $185 per night; these are the same rooms that go for $35 on any other weekend.

The promoters offered rooms on a three-day minimum, while the hotels held some rooms back, which they sold to preferred customers. Having heard all the grumbling about the room cost, we asked a few questions of the hotel

managers. They stated that the "biker weekend" chases away their core business, the blue hairs that are bused in from LA. They further stated that the bikers don't gamble as much, so the higher room prices are needed to offset the lower take on the tables. What? Bikers don't gamble?

In talking to the hotel workers a completely different picture appears. They state that the bikers are the bigger spenders and tippers and wish we were there every weekend.

When all was said and done, most riders were pleased with this year's run to the river. In fact we didn't talk to anyone that wasn't coming back next year.

—Bugle

Photos: Rev. Jim, Kai, and John Sullivan

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What puts a particular OEM motorcycle in the *Easyriders* Top Ten? The question may be simple but it brings many different answers. If we had to start somewhere, we'd say that the decision-makers behind the bike being considered decided that the bike needs to make a statement in the marketplace—one way or another. How is that done, you ask? Factors such as technical innovation, design, functionality, attitude, performance and curb appeal come to mind when making our selection.

This is why you'll see that our Top Ten Bikes this year come in many flavors. Some of them are performance oriented, while others rely more on style and attitude. Some are upscale and pricey and others are more budget friendly and functional.

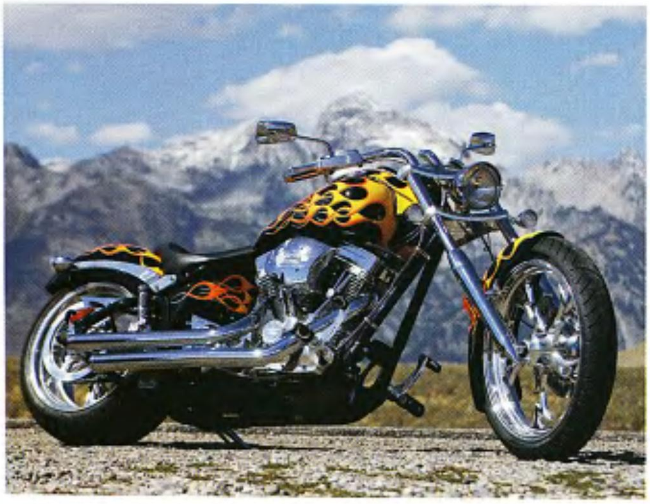
No matter what your tastes and motivations are, it's likely that one of these Top Ten motorcycles (listed in alphabetical order) could find a choice spot in your garage. We'll leave you with contact information so you can learn more about the manufacturers and their motorcycles. *—Ben Lamboeuf*

EASYRIDERS' 2005 TOP TEN BIKES

American IronHorse Slammer

Featuring a hidden-shock, large-diameter tubing frame with 2 inches of top tube stretch and 38 degrees of rake, the American IronHorse Slammer rides on a massive, 280mm rear tire. The bike is powered by a fully polished S&S 111-inch V-twin engine that roars through a set of 2-into-1 chromed exhaust pipes. The Slammer features a hydraulic clutch, 6-speed transmission, billet disc brakes, 1-piece stretched gas tank, adjustable air suspension, digital information center and chromed accessories.

Call American IronHorse at 817-665-2000 or log on to their Web site at: www.americanironhorse.com to find a dealer near you.



Big Dog Mastiff

With its raked telescopic front end, A-frame swingarm, narrow belt drive, right-side drive and 250 rear tire, Big Dog's Mastiff is a powerful and nimble road machine featuring an S&S V-twin motor and a rock-solid 6-speed transmission. Its head-turning stance and presence, along with improved ergonomics and a host of proprietary billet accessories help the Mastiff stand out from the pack, making it one of the most beautiful turnkey customs available today.

Call Big Dog at 316-219-6500 for more information or log on to their Web site at: www.bigdogmotorcycles.com and find a dealer in your area.

BMC Big Daddy ST

Powered by a black and chrome 100-inch RevTech V-twin mated to a 6-speed, close-ratio transmission, the BMC Big Daddy ST is built around a BMC Pro-Street wide-drive frame. It uses an extended 41mm front fork with billet lower legs and BMC fork clamps. Rear suspension is handled by a pair of hidden Progressive shocks, while brakes are multi-piston floating units from OMP to bring the bike to a safe stop.

Customers can go to www.bmcchoppers.com to find one of BMC's 42 dealers or call 541-312-2760 today for more information.

Harley-Davidson 1200R Sportster (right)

The XL 1200R Sportster 1200 Roadster offers a harder-edged, performance-oriented interpretation of the Sportster legacy. Its high-performance XL Evolution 1200 engine delivers 70 horsepower and 79 foot-pounds of torque for responsive performance across the powerband. Wide, polished handlebars give the rider great leverage in turns, and dual front disc brakes and tachometer are standard. The 3.3-gallon fuel tank features a classic H-D Sportster graphic and a two-tone paint scheme.

See your Harley-Davidson dealer or go to www.harley-davidson.com.

Harley-Davidson Softail Deluxe (left)

Styling cues from several eras mesh perfectly on the new FLSTN/I Softail Deluxe. It starts with a tapered luggage rack and a low seat and a chrome grab rail and continues with wide whitewall tires wrapped around laced chrome wheels, an FL front fender with polished trim, and distinctive emblems on both the tank and fender. The Softail Deluxe also has an exclusive sculpted headlight nacelle and clean front and rear lightbars with bullet turn signals, a tombstone taillight, narrow, tapered floorboards, shotgun chrome exhaust pipes and a chrome oil tank match the black and chrome engine.

See your Harley-Davidson dealer or go to www.harley-davidson.com.

Hellbound Steel Wicked

Hellbound Steel's Wicked chopper is pure, unadulterated sin on two wheels. This over-the-top custom chopper promises to get anyone who rides it plenty of attention. Riding on a suspended, large-diameter stretched frame, the Wicked has an impressive wheelbase of 93 inches. It's powered by a 117-inch S&S V-twin motor that uses a 6-speed tranny to put power to the pavement via a 250 rear tire.

Take a plunge into the dark side with Hellbound Steel at www.hellboundsteel.com or call them at 909-944-7633 for information.

Vengeance Black Widow (below)

The Vengeance Black Widow is the hot rod of choppers. It features 60-spoke wire wheels and a peanut tank resulting in a classic old-school chopper look. The Black Widow comes standard with drag bars, a stock front fender and a drag-style rear fender. The frame features 40 degrees of rake with a stock backbone, 6 inches in the downtubes with a 10-inch-over front end. The 2005 Widow comes standard with a black 113-inch engine, a 6-speed transmission and a 250-series rear tire.

Call Vengeance at 951-681-2900 for more information or see their Web site at www.vengeancemotorcycles.com.

Rucker Performance Assassin (above)

Rucker Performance offers a variety of master builder-caliber custom bikes to their dealers. The rubber-mounted Assassin uses innovative technology such as cantilever-style rear suspension that completely hides the shock absorber from view and composite materials to keep it light and nimble. A fuel injected 124-inch S&S V-twin motor mated to a 6-speed transmission via a narrow chain primary drive is used to maximize the bike's performance.

Go to www.ruckerperformance.com for information or call 817-838-3200.

Victory Hammer

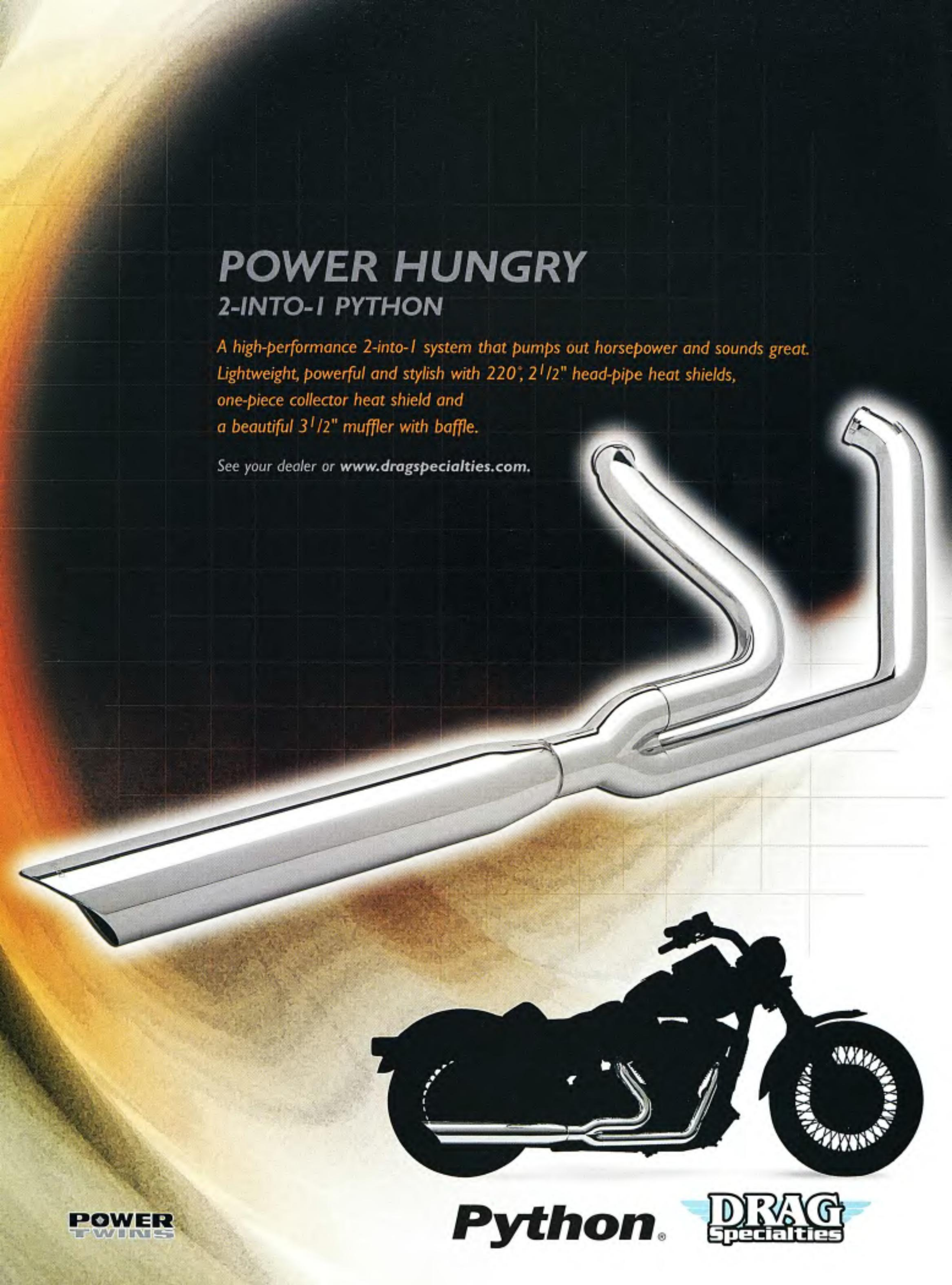
Designed to hit you like a chromed-out knuckle sandwich, Victory's Hammer packs raw American muscle and radical custom style in one brutal package. Boasting a massive 250 rear tire and large fender and a fuel-injected and counterbalanced 100-cubic-inch Freedom V-twin motor mated to a 6-speed overdrive trans, the Hammer was designed to feel like a cruiser but handle and corner like it's on rails. With its inverted cartridge fork, powerful front dual disc brakes and radical paint schemes, the Victory Hammer is one mean, American killing machine.

Customers can find out more about the Victory Hammer and find a dealer in their area, by going to www.victorymotorcycles.com.

Wild West Vigilante Gunfire

On the upper end of the custom V-twin motorcycle market, Wild West's Vigilante Gunfire boasts a 280 rear tire, a strutless fender, inverted forks, billet aluminum wheels and brakes, and a very low 21-inch seat height. The Gunfire is powered by a fully polished S&S 111-cubic-inch V-twin engine. The extremely low seat height achieved by storing oil in the frame makes the Vigilante Gunfire one of the most distinctive motorcycles to ride.

Customers can log on to the company's Web site to find dealers, request brochures and get more information by visiting their website at www.wildwestmc.com, or give them a call call 858-547-9780.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FRIENDS MIGHT KNOW BEST...

My Heritage Softail has an oil leak at the bottom of the front cylinder. It has 78,000 miles on it. I have just been wiping the oil off but now it has gotten worse and I want to fix it. A friend thinks that the cylinder is warped. He says that I should have the base machined square on a lathe. Could that really be the problem or can I just replace the gasket? The rear one doesn't leak but should I have it checked out too?

Bill Banner
Tampa, Florida

Do them both. At 78,000 miles, the gaskets are entitled to fail. Installing good replacement gaskets, like those from James, should do the trick. You will also want to have a good machinist measure the cylinder bores to be sure they have worn evenly. Check piston clearance, hone the bores, replace the rings—and pistons, if necessary—and freshen up the valves and seats too. This would also be a good time to upgrade with a performance cam and valve springs if you haven't already. It's possible that the cylinder bases are warped, so ask the machinist to look into that while he has your parts. Aluminum cylinders require special handling for machine work, so be sure he has plenty of experience.

...UNLESS IT'S THIS GUY

A guy I know claims that you can make more horsepower with premium pump gas than race gas. Will you tell him he's full of shit so I can collect the bet?

Steven Schmal
Tyler, West Virginia

Sorry, but you lose. I did a series of back-to-back dyno runs comparing pump gas to race gas a few years ago and consistently lost power with the race gas. Chemical additives that raise octane make gasoline less volatile. That slows the burn, which prevents detonation and pre-ignition from hot spots on the piston and combustion chamber surfaces. It also costs power. Race engines need high-octane fuel because they have higher compression ratios than street engines. The exhaust fumes from race gas smell cool and it will probably make the engine more responsive to the throttle, but it won't increase horsepower in an engine that doesn't need it.

SIZE MATTERS

I have an 8-over Wide Glide with dual disk brakes. The problem is that I can't find brake lines that fit right. The ones I have work but they are so tight that I'm worried something will break and I will lose my brakes. With my luck, that will happen when some cell-phone-usin' soccer mom turns left in front of me. I have found some custom brake line kits that can be cut to length, but I don't know if homemade brake lines are a great idea.

James Maynor
Dallas

DOT-approved brake lines are the only ones I can recommend, but here's my take on the others. There are two types: those that require you to cut the line to length and install the fittings and those that come with the lines pre-cut and female AN-3 fittings already installed. With the AN-3 kits, you just buy the male fittings needed to connect the lines to the master cylinder, T-connector and calipers, Teflon-tape the threads and screw the female brake line ends onto the male fittings. The AN lines are available in a variety of lengths, so you should be able to get a good fit if you measure carefully. Just be sure to allow for suspension movement. The AN kits are a breeze to assemble. I've had great luck with them, but they're not DOT-approved. The other kits are more difficult to assemble because you have to install the fittings on the lines. They're not blessed by the DOT either, and in my opinion should be reserved for the pros.

DIM LIGHTING

Sometimes the headlight on my '84 Wide Glide flickers. It has gone completely dark a few times but then came right back on. I replaced the bulb, but that didn't fix it. What should I try next?

Stan Jeffers
Phoenix

Check the ground wire in your headlight. If you don't find a problem there, start tracing the wires from the headlight back to the ignition switch, which is guaranteed to be more of a pain in the butt than it sounds. You'll be looking for corrosion and loose terminals. Repair or replace anything that's doubtful. If that still doesn't fix you up, replace the breaker in the lighting circuit and then the ignition switch. Since you didn't mention a misfire, the problem pretty much has to be somewhere in the lighting circuit.

CRANK TROUBLE

I have an '83 Wide Glide that has had a cranking problem for years but is starting to get worse. When you push the starter button the solenoid kicks in but the starter doesn't turn the engine over. I replaced the starter with a Spyke 1.4 kw, but found no difference. I added double cables from the positive on the terminal on the battery to the starter and also double grounds. I ran an extra cable from the starter bolt to the ground. I replaced the solenoid more than once because the contacts inside don't last long. I replaced the starter relay. The battery is a factory Harley battery and is charged and shows over 300 amps when tested. The motor is still 80 inches. It has 8.5:1 pistons, the heads are ported, milled 0.0100, Andrews F cam and Dyna single-fire ignition. The bike runs great and I don't want to buy a new one, but I'm tired of kicking it.

C. Zlotnik
Burbank, California

Unless the battery puts the meter well into the green zone on a load tester I would suspect it. Before replacing it, try jumping the two large terminals on the solenoid with a big washer or something. You may find that the bike pops right off. If it does, the battery is fine. You sound pretty thorough and I'm betting that you've checked all of the wiring in the starting circuit for loose and corroded connections. If that's the case, the only thing left is the starter button itself. Replace it or keep using the washer, just don't burn yourself or make sparks where you shouldn't.

—Tom Johnson

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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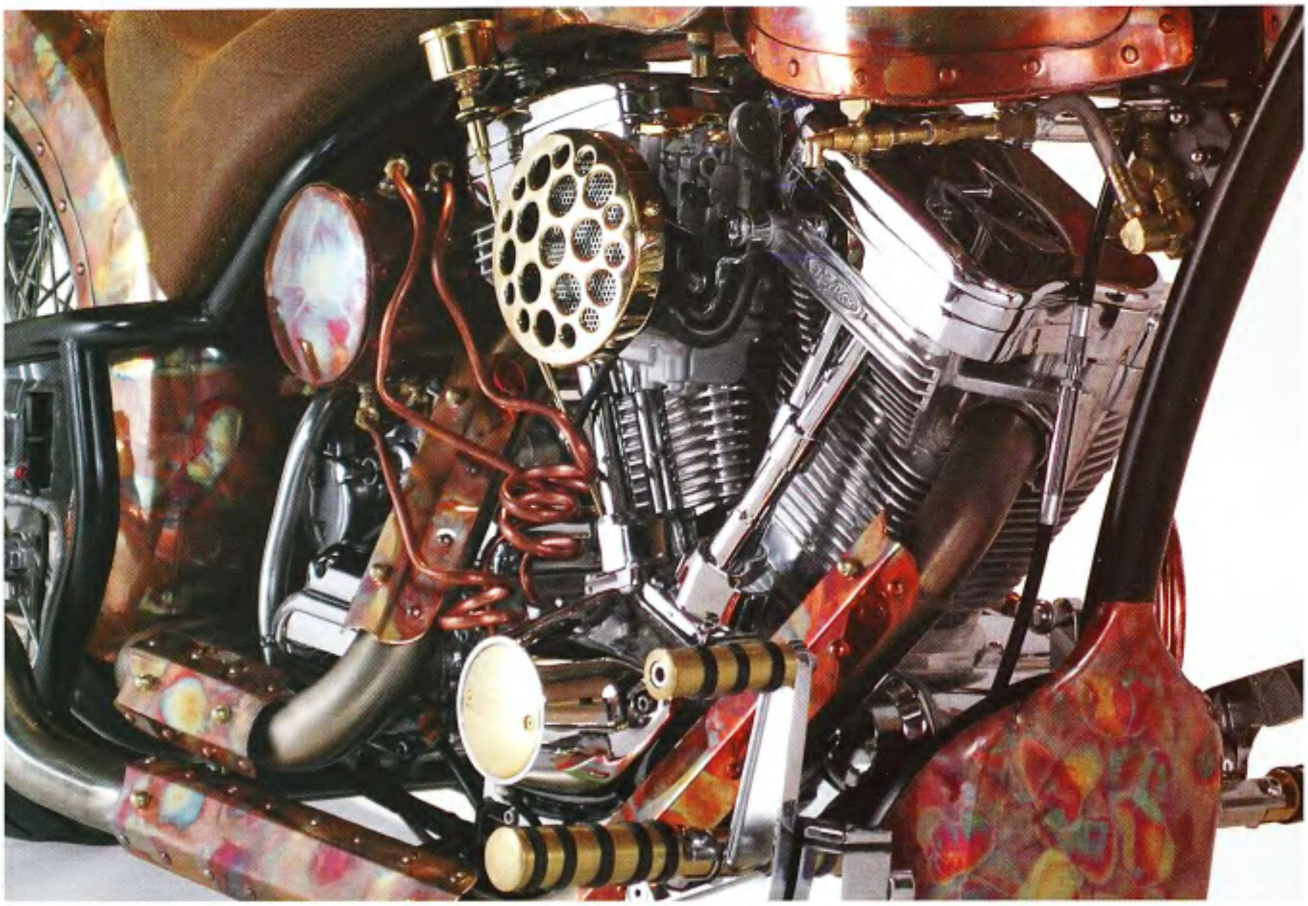
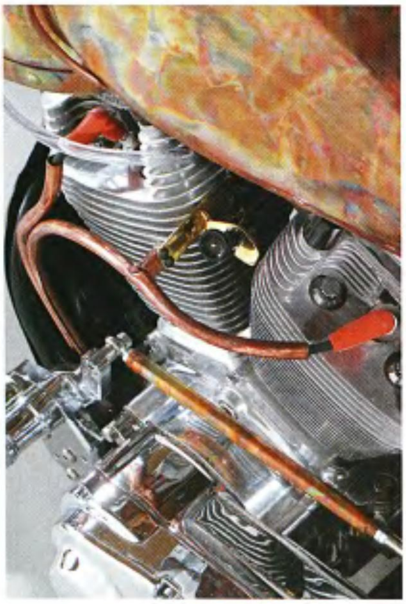




With the price of premium gas in these parts coming dangerously close to $3 a gallon, this custom chopper just may answer some deep, dark questions that, frankly, we never asked. One thing's for certain, our brothers out in Tennessee are sure gonna dig it. This beauty, built by Thompson Choppers out of Billings, Missouri, runs on...ready? Two hundred-proof moonshine!

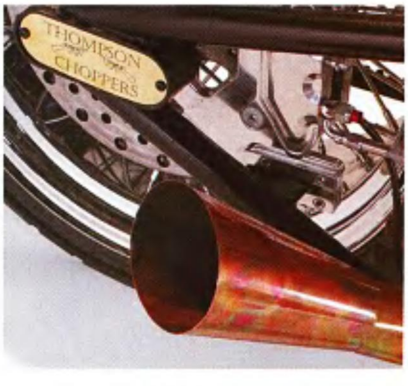
Thompson, in collaboration with the producer of a television show called, *Eco-Outlaws*, built "The Bootlegger" for the Alternative Fuel Show in San Louis Obispo, California.

Designed by Thompson Choppers' Chris Tinoco and Russ Gehrke, the show's host, the bike runs a 100-cubic-inch RevTech mill with a modified Mikuni carburetor, complete with a fake ID, which allows it to drink booze. Based on Thompson's drop-seat rigid frame, and outfitted with a MID-USA 12-inch-over front end, the bike features a copper fuel pot and is adorned with hand-hewn copper sheet metal.

Y'see, corn liquor burns cleaner than gasoline, gets better mileage and makes power like a kick from a mule. Since white lightning is a homegrown product widespread use could reduce our dependence on all that Arab oil. Plus you get the satisfaction of pissing off the feds on so many levels. For instance, you get to avoid all those highway taxes and cut out the bottle tax on booze as well. That said, we here at *Easyriders* say: "Long live the Whiskey Rebellion!"

—*Kit Maira*

Sources:
Thompson Choppers;
www.thompsonchoppers.com
Eco-Outlaws;
www.eco-outlaws.com



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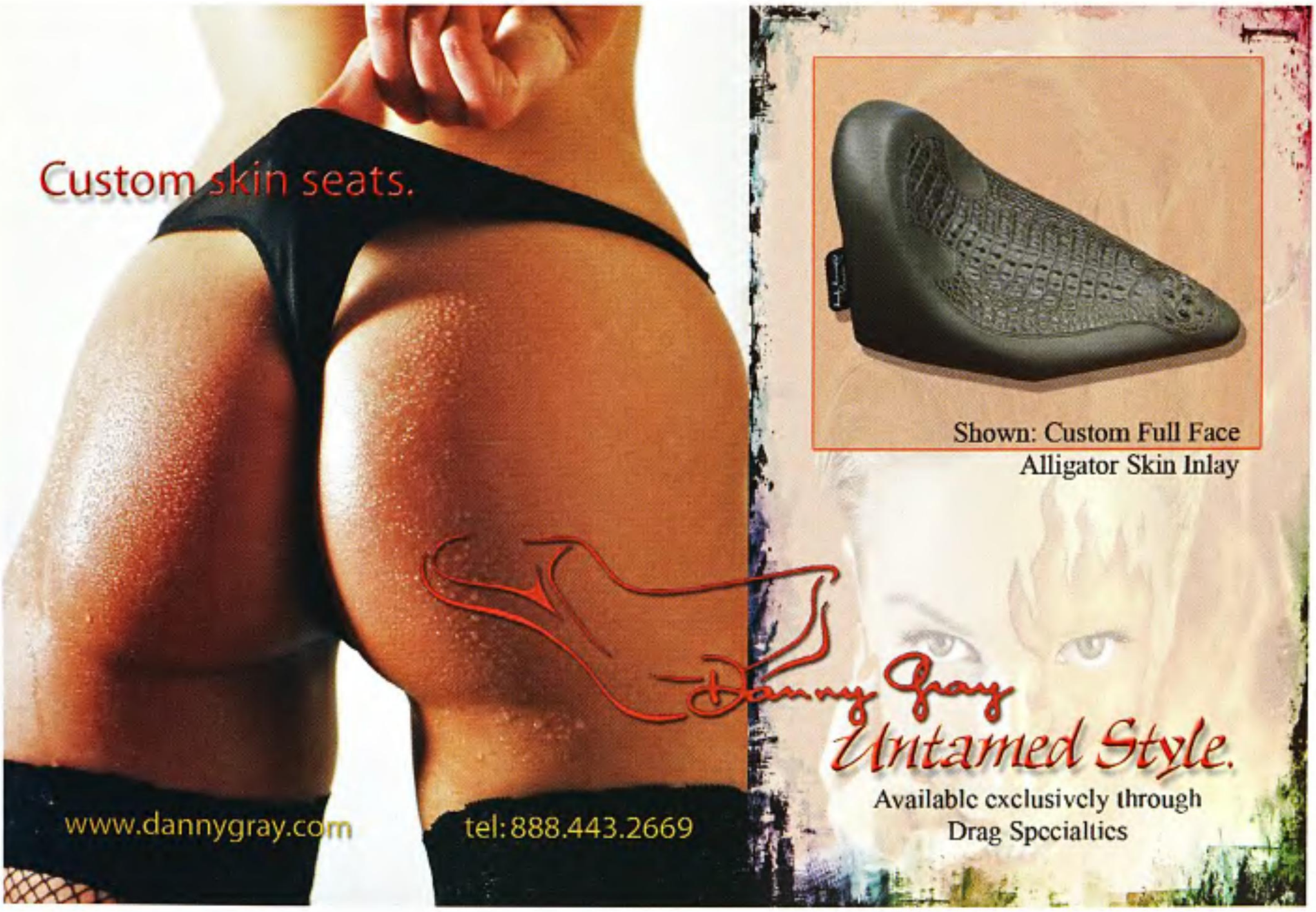
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Pro-One says it does not offer complete bike "kits" as such, but they'll sell you everything you need—all coming in one big Pro-One box—to put together a bike just like one of these. Say what? That's a kit, right? Well, yes. And no. Pro-One's package, see, lets you build that bike exactly as you want it. You get to make the choices all the way. You put together the "kit." Neat deal.

What we're talking about here and what you're looking at now, are custom motorcycles in every sense of the word, but customs you get to assemble in your own garage. And you're pretty much assured that everything's going to fit together and match, too, because it's all coming from one place: Pro-One.

From the frame to the sheet metal to the forward controls to the you-name-it, it's all manufactured by Pro-One or designed especially for Pro-One. It all goes together with everything matching and with no unsightly seams or gaps. And you get to pick and choose exactly what you want.

THE PRO-ONE "PRO QUADS"

NOT YOUR EVERYDAY BIKE KIT

You get to select from any of the 25 different styles of billet wheels Pro-One makes, any of the many different styles of billet lower legs they offer, and any of the 20 different triple-tree styles available. And the choices continue: There are five or six gas tank styles to pick through, several different types of front and rear fenders, different styles of seats, different suspension choices—it's all up to you. You even get to pick the kickstand you'll use. Hardly a standard "bike kit," but that's what it is.

It all starts with one of Pro-One's Pro Quad frames. They've been available for about seven years now and over the years they've evolved into some really sleek pieces. The Pro Quad is based on a 4-link rear suspension like you might find on a race car, and just like a race car it allows for quick ride-height adjustments. You just turn a couple wrenches on the upper-rear bars—easy as that.

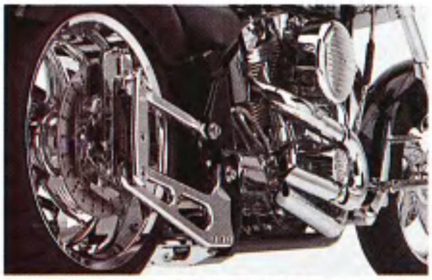
The system works and rides pretty much like Harley's Softail suspension, but it looks a lot cooler and there's that ride-height adjustment. Those frames can be had in several configurations, too, right up to a 250 size, and they retail for $2,995. That includes the chrome-plated billet swingarm with all the mounting tabs, all the brackets and the axle. Where you go from there is up to you.

The next step, obviously, is to turn that frame into a roller, and depending on what's spec'd into the package the bill there can run anywhere from $7,000 to $15,000. A roller can be ordered that's just the frame with no sheet metal but with the front-end, wheels and tires, or it can be delivered completely painted, powdercoated and assembled.

The Stage 3 Rolling Chassis includes pretty much everything needed to make a motorcycle except the drivetrain, some electrical components and a wiring harness. Pro-One's got all that ready for you, too. It's all in the catalog, 250 pages of TP Engineering motors, Baker and Roadmax transmissions, Primo belt drives and anything and everything you might want or need.

It's all offered in various sizes and styles, too. Your choice, your bike. That catalog even has a handy build sheet to help you along. It lists everything needed for a Stage 1 package, and what's needed to go to Stage 2 and into Stage 3. And then there are the options, like powdercoating on the frame and custom graphics on the painted (you pick the color) sheet metal.

Click over to pro-one.com, or call 800-884-4173 to get one of those catalogs and start marking the boxes. —*Joe Kress*



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When Can 'Ya Start?

No Time Like The Present For A Perewitz Custom

Dave Perewitz is one of those guys who seems to have a lot of fun. Where we are led to believe most builders are manic, half-starved, raving nitwits who spit and slobber more than utter any intelligent words, Dave is just a normal, down-to-earth kind of guy.

Rubin Brown is a former player for the Buffalo Bills football team and currently with the Chicago Bears and he's also an 8-year Pro Bowl player to boot. And if that doesn't impress the crap out of you, he's also the proud owner of three other Perewitz bikes aside from the sleek red machine you see here on these pages.

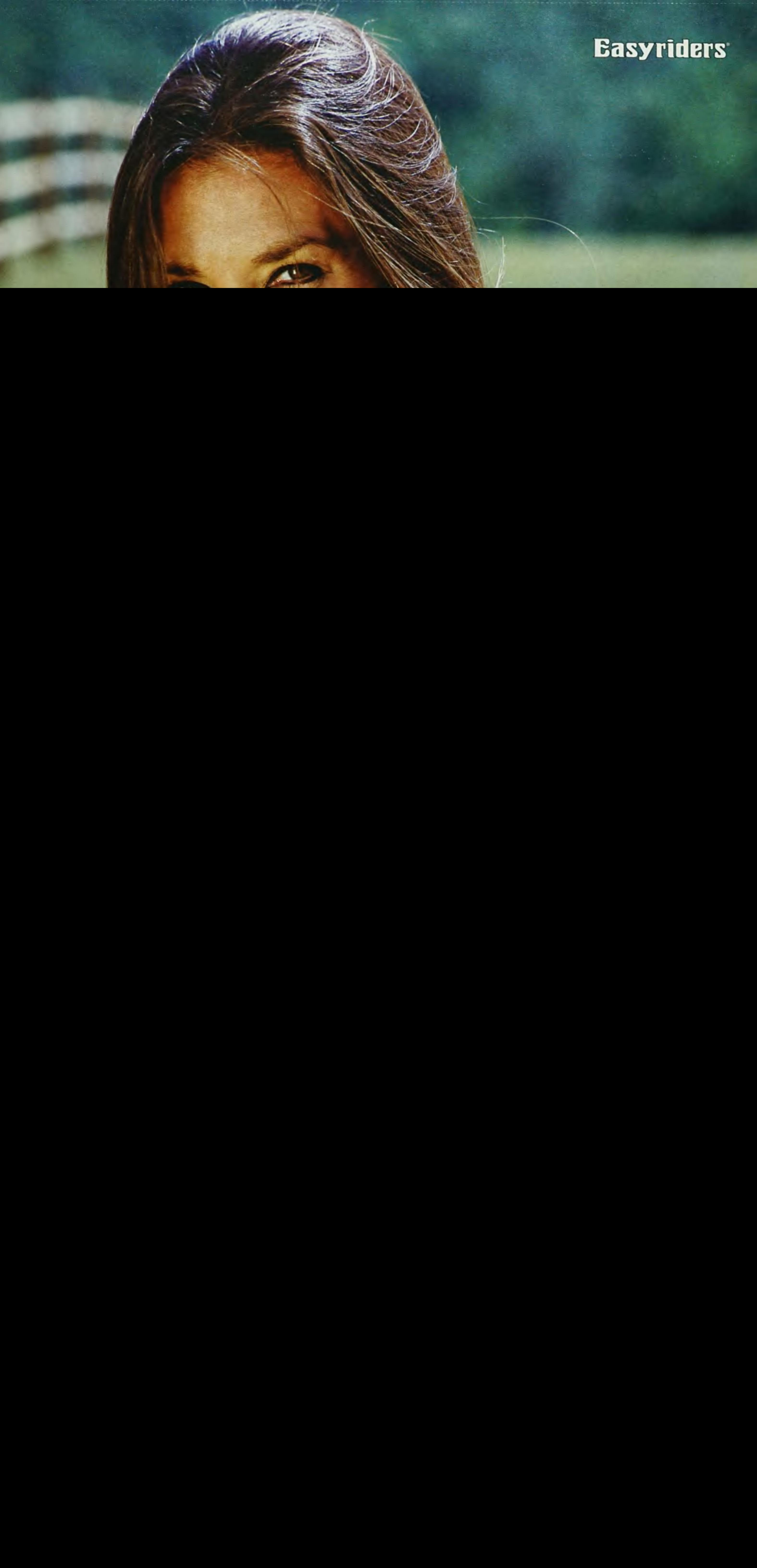
Dave had built a bike similar to this one that Rubin took out for a long test ride. When he finally rolled back in, he was all smiles and put Dave to the task, "When can you start on mine?"

This is the type of situation every bike builder likes to be in. Having built three other bikes for Rubin, Dave had a pretty good idea how the new bike should be and aside from a few basic requests from Mr. Brown, Dave was on his own.

Six months of fabricating, fitting, modifying and painting followed. Dave pulled off a bit of trickery with the paint scheme, as the top of the tank and rear fender were sprayed in such a way that the paint almost looks backlit.

Viewing the paint might be somewhat of a problem though. Seems as though Rubin is as tough in the saddle as he is on the field so Dave made sure to build a sled he could ride hard and fast. If you do see the bike, it might look more like a red blur shooting past you.

—Wordman


Easyriders

passin' gas

An elderly couple, Ray and Bessie, recently moved to Texas. Ray had always wanted a pair of authentic cowboy boots. Seeing some on sale one day, he bought them and wore them home, walking proudly.

He walked into the house and said to his wife, "Notice anything different about me?"

Bessie looked him over. "Nope."

Frustrated, ray stormed off into the bathroom, undressed, and walked back into the room completely naked except for the boots. Again, he asked a little louder this time, "Notice anything different now?"

Bessie looked up and says, "Ray, what's different? It's hanging down today. It was hanging down yesterday. It'll be hanging down again tomorrow."

Furious, Ray yelled, "And do you know why it's hanging down, Bessie? It's hanging down because it's looking at my new boots!" To which Bessie replied, "Shoulda bought a hat, Ray. Shoulda bought a hat."

S. Read K.
Agoura Hills, California

A biker rode into town and stopped at a bar for a drink. Unfortunately, the locals had a habit of picking on strangers so when he finished his drink, he found his bike had been stolen.

He went back into the bar, pulled a gun, and fired a round into the ceiling.

"Which one of you lowlifes stole my bike?" he yelled.

No one answered.

"All right," yelled the biker. "I'm gonna have another beer, and if my bike isn't back outside by the time I'm finished, I'm gonna do what I did in Texas. And I don't like to have to do what I done in Texas."

Some locals shifted restlessly. The biker had another beer, walked outside, and his bike was back. He mounted up and kicked the bike to life.

The barkeep, who had wandered outside, asked, "Say, buddy, before you go, whatdafuck happened in Texas?"

The biker turned back and said, "I hadda walk home."

G.L. Weaver
San Bernardino, California

Two old men are arguing about whose dog is smarter.

"My dog is practically a genius," the first geezer boasts. "Every morning he waits for the newspaper to be delivered and then brings it in to me."

"I know," the second man replies.

"What do you mean?" the first guy asks. "How do you know?"

The second man answers, "My dog told me all about it."

Timothy Jennings
Susanville, California

One day this guy's wife comes home with a spectacular diamond ring.

"Where did you get that ring?" he asks.

"Well," she replies, "my boss and I played the lotto and we won, so I bought it with my share of the winnings."

A week later his wife comes home with a long shiny fur coat.

"Where did you get that coat?" he asks.

She replies, "My boss and I played the lotto and we won again so I bought it with my share of the winnings."

Another week later, his wife comes home driving a new Lexus.

"Where did you get that car?" her husband asks.

Again, she repeats the same story about the lotto and her share of the winnings.

That night his wife asks him to draw her a nice warm bath while she gets undressed. When she enters the bathroom, she finds there is barely enough water in the tub to cover the plug at the far end. "What's this? She asks.

"Well," he replies, "we don't want to get your lotto ticket wet, do we?"

R.M.
West Palm Beach, Florida

A guy is walking down the street and enters a clock shop. While looking around, he notices a drop-dead gorgeous female clerk behind the counter. He walks up to the counter where she's standing, unzips his pants, and places his whopper on the counter.

"What are you doing, sir?" she asks. "This is a clock shop!"

He replied, "I know it is. And I'd like two hands and a face put on this!"

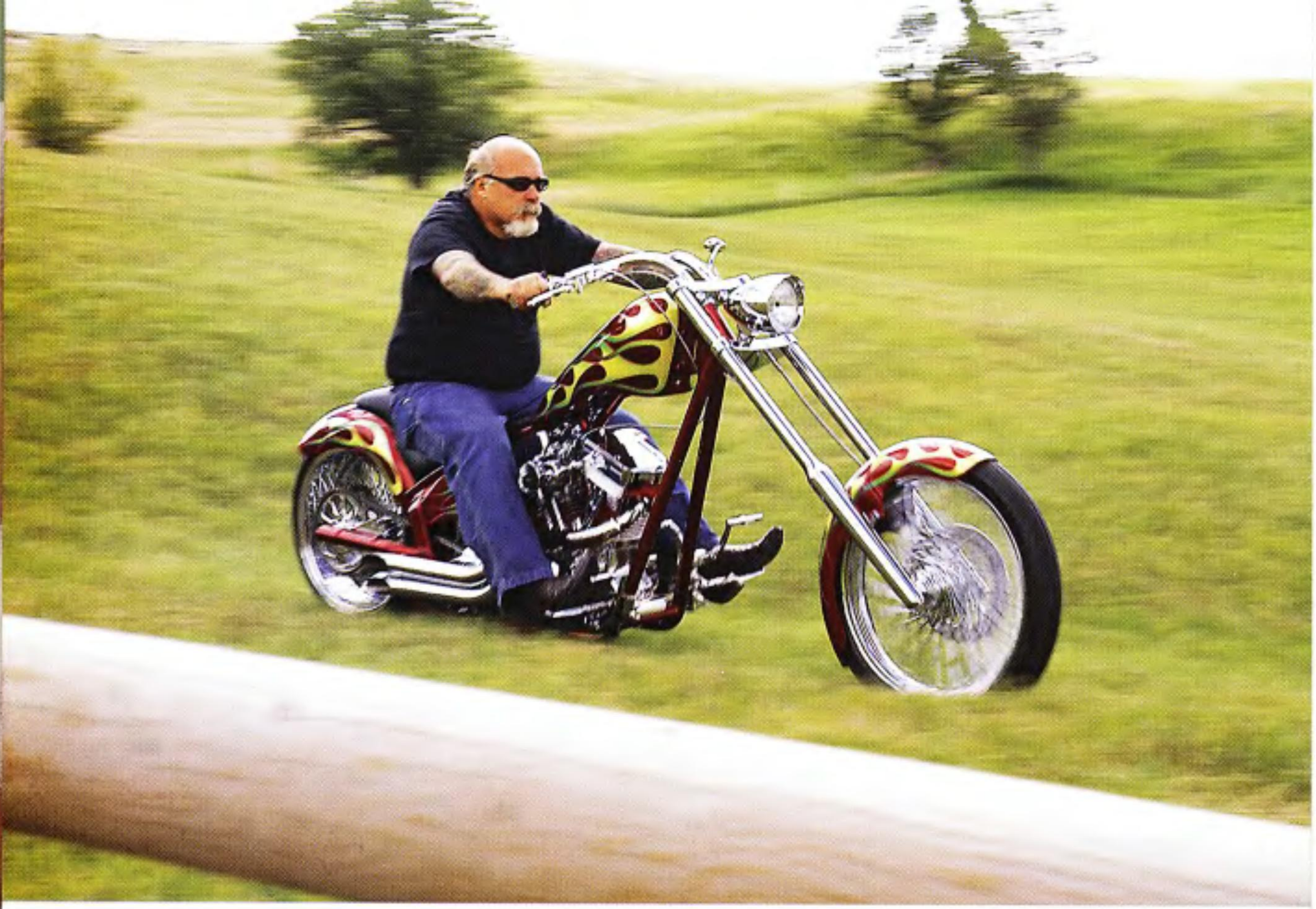
Stony R.
Down South

In pharmacology all drugs have two names, a trade name and a generic name. For example, the trade name of Tylenol has a generic name of acetaminophen. Aleve is also called naproxen. Amoxil is also called amoxicillin, and Advil is also called ibuprofen.

The FDA has been looking for a generic name for Viagra. After careful consideration by a team of government experts, it recently announced that it has settled on the generic name of mycoxafloppin. Also considered were mycoxafailin, mydixadrupin, mydixarizin, mydixadud, dixafix, and, of course, ibepokin.

Max S.K.
Calabasas, California

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.



GENERAL
Owner: Rubin Brown
City: Buffalo, New York
Designer: Dave Perewitz/Cycle Fab
Fabrication: Dave Perewitz/Cycle Fab
Year and make: 2004 Special Construction
Model: Choppah
Assembly: Dave Perewitz/Cycle Fab
Time: 6 months
Chroming: Chromemasters

ENGINE
Model: TP Engineering
Builder: TP Engineering
Ignition: TP Engineering
Displacement: 124 cubic inches
Lower end: TP Engineering
Balancing: TP Engineering
Pistons: TP Engineering
Heads: TP Engineering
Cam: TP Engineering
Lifters: TP Engineering
Carb(s): Mikuni HSR 45
Air Cleaner: velocity stack
Pipes: Perewitz TCX

TRANSMISSION
Year: 2004 Baker RSD 6-speed
Shifting: foot

PAINTING
Painter: flames, Perewitz; striping, Keith Hanson
Color: candy red
Type: PPG Urethane

FRAME
Year: 2004
Builder: Daytec
Type: hidden-shock
Rake: 45 degrees
Stretch: 8 up, 5 out
Shocks: EMS

ACCESSORIES
Bars: Arlen Ness
Handlebar controls: Performance Machine
Fender(s): Russ Wernimont/Perewitz
Headlight: Headwinds
Taillight: Dave Perewitz/Cycle Fab
Pegs: Performance Machine
Electrics: Dave Perewitz/Cycle Fab
Gas tank: Dave Perewitz/Cycle Fab
Oil tank: Daytec
Oil system: Goodridge
Primary cover: BDL Top Fuel primary belt drive
Seat: Danny Gray
Mirrors and Grips: Arlen Ness

FRONT END
Type: Perse 41mm
Extension: 12 over
Builder: Perse

WHEELS
Size: 21-inch front, 18-inch rear
Hub: Hallcraft
Tires: Avon
Brakes: Performance Machine
Photos: Michael Farabaugh

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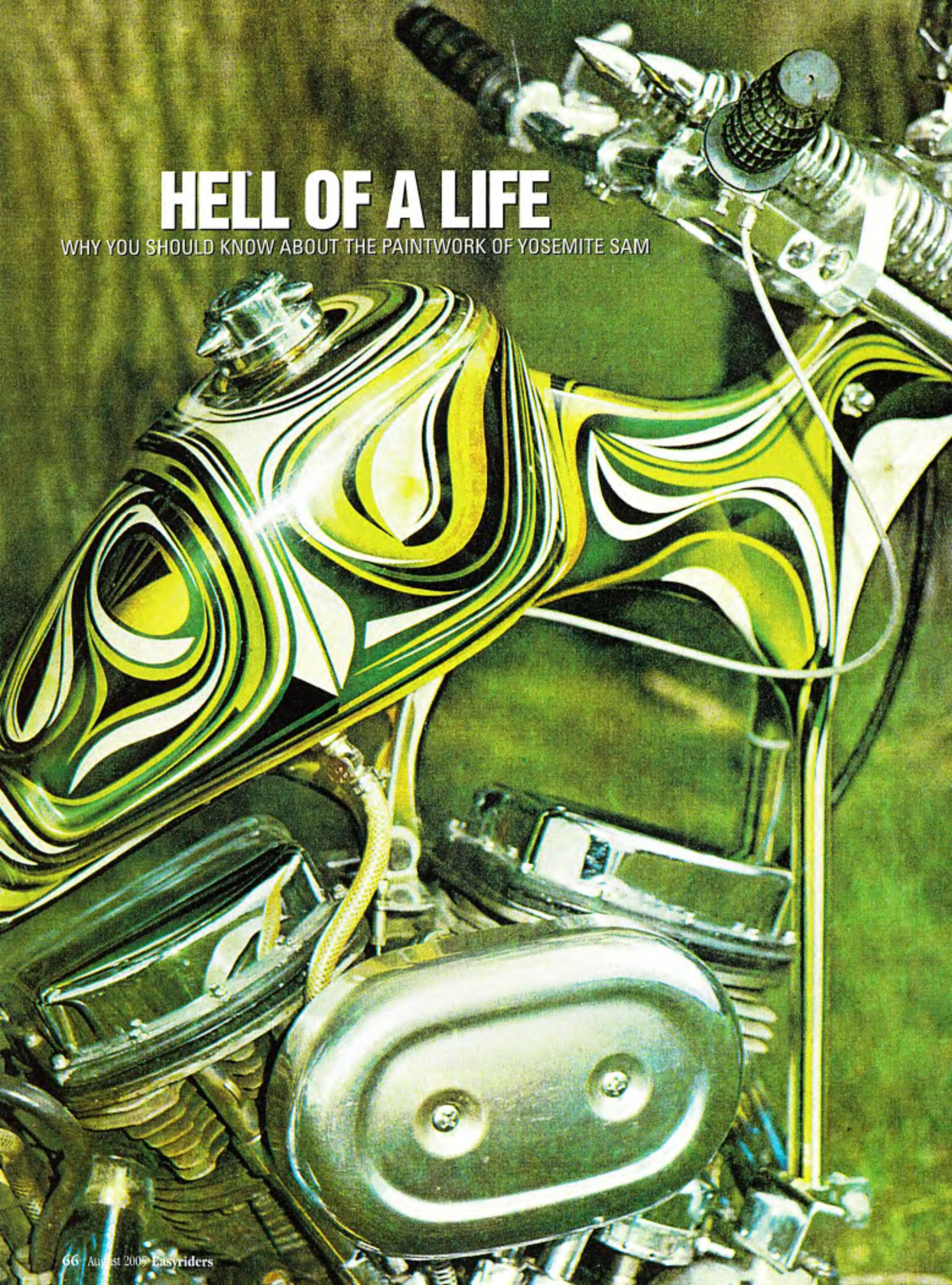
HELL OF A LIFE

WHY YOU SHOULD KNOW ABOUT THE PAINTWORK OF YOSEMITE SAM

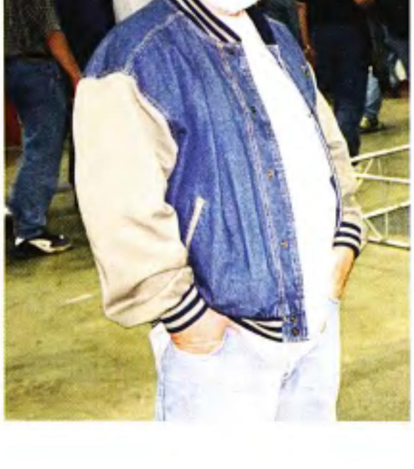


For all of the gymnastics that the current phase of bike building is experiencing, it is important to remember that all of this creative chaos had an origin back in time, something akin to a massive star creating a black hole. And as we all know in this time of flash and glitz, an eye-popping paintjob has more to do with getting a bike noticed—and sold—than any gob of power, speed or technical innovation. We have to face it, it's the flash that gets the cash.

And so much for that. Where we're going with this point is to step back in time when the desire to build mind-bending choppers was no less powerful than it is now, it just meant that back in the day you had to make damn near everything from scratch. Think back to any bike show or car show you've ever attended and at some point your mind will conjure an image of an obscenely colorized custom bike or car that was adorned with more color combinations than even the most seasoned acid freak will ever remember.

So if you have ever seen one of these bikes or cars, then it is likely you have seen the work of "Yosemite" Sam Radoff. Sam's work is of that groundbreaking sort that set so many trends and so many people on their asses that it tends to blur his involvement to the point where you'll hear people saying, "Yeah, the name sounds familiar, is he still alive?" Yes, ol' Sam is still alive, kickin' and off the artistic deep end further than ever.

When you see the multi-thousand-layered paintjobs that were all the rage in



the 1960s and 1970s choppers, custom cars and hot rods, you're seeing a trend that was started by Yosemite Sam. As the story goes, although choppers were cool back in the 1960s, they did not have the broad appeal they do today. Put a bearded, tattooed freak on a wild chop and likely he'd be run out of town or at the very least couldn't even get a Big Mac at the local McDonald's. Proably still can't.

Nowadays these things are symbols of all that is cool, but 40-odd years back it was throwing down the gauntlet to even show up at a bike show with a chopper. As Sam puts it, "Ya don't bring a knife to a gunfight." So when he'd build a bike to show, knowing full well it would be voted against strictly by its presence, he'd make certain that it was so over the top, so clean and so true to form that no one could deny it, whether or not they found it appealing.

This all started when Sam was a kid, building model cars, a hobby he still enjoys today, but in true spirit, even the model cars, then and now, were chopped, customized and painted wild. Sam cut his teeth learning to paint his model cars, then eventually built the skills to begin working on real cars, pinstriping them at local shows when he was all of 12 years old.

News carried quickly and soon the neighborhood rodders were having Sam apply his talent to their cars via striping and graphics. Things progressed into fabrication and eventually he was chopping cars and motorcycles, building and reshaping everything from start to finish.

Sam's shop pioneered the "instant paintjob," which amounted to having 15 to 20 sets of outlandishly painted sheet metal in stock that allowed anyone to ride their bike or chopper into the shop and come out the same day with new paint. Sam took a similar approach to building his choppers in which the entire bike would be built, sans engine, and when it was ready, the customer would ride their other bike in, the engine would be swapped into the waiting chopper, and back on the road was the happy customer with a minimum of downtime.

Although Sam would paint anything he could get his hands on, a house, a mailbox, a chopper, car, whatever ya had at the time, the motorcycles are and always will be his first love. The designs incorporated into the bikes varied wildly, always trying new things, pushing the envelope and sometimes doing things just to see if they could be done—always with meticulous attention to detail.

Things such as front fender-mounted

headlights, retractable Corvette-style headlights built into gas tanks, frenched lights, frenched license plates, fenders within fenders, each painted and cut out to come off like some wild 3-D scheme. These were Sam's trademarks.

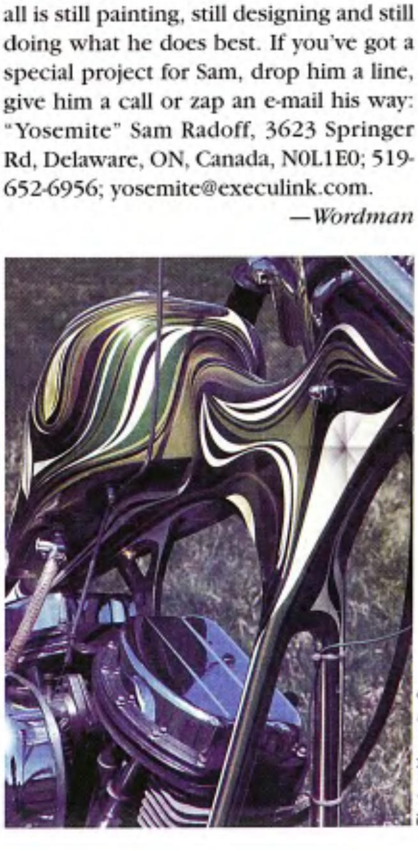
Today we take most of this stuff for granted, after all, anyone can go buy a fender with a frenched taillight or license plate…and we owe it to people like Sam who forged these styles long before half of today's pro builders were even born.

So after 50 years of creating, forging new roads and painting like a mad wizard, you might think Sam's grey matter would have evaporated along with the paint fumes, but he's never been more sharp. Now, in addition to his custom work on bikes and cars, he has a new line of metal sculpture and fine art under the name Radoff Originals (www.radofforiginals.com).

There's also a Web site dedicated to Sam's history, past and present, (www.yosemitesams.com) with pics of his old-school choppers, cars, metalwork, paint, damn near everything he's done.

If you never knew about Yosemite Sam Radoff and are just discovering the immense body of work he has created you'll be pleased to know that he ain't slowing down. The man who started it all is still painting, still designing and still doing what he does best. If you've got a special project for Sam, drop him a line, give him a call or zap an e-mail his way: "Yosemite" Sam Radoff, 3623 Springer Rd, Delaware, ON, Canada, N0L1E0; 519-652-6956; yosemite@execulink.com.

—Wordman



Photos: Yosemite Sam

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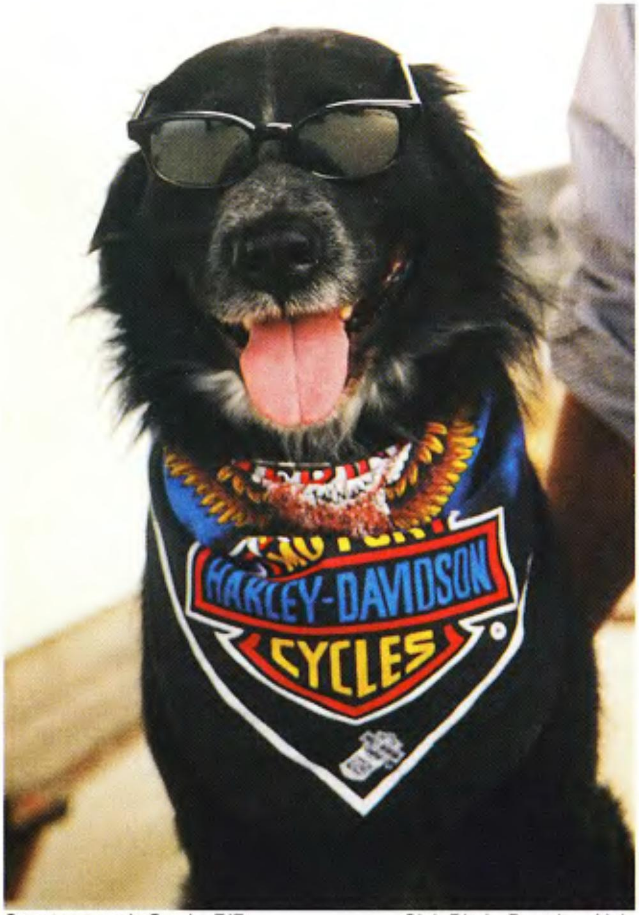
You can fit a buncha bikes in the maw of that big bird. —*Kraig Taylor, Travis Air Force Base, Calif.*

A perfect pair. —*Tropical Tattoo, Ormond Beach, Fla.*

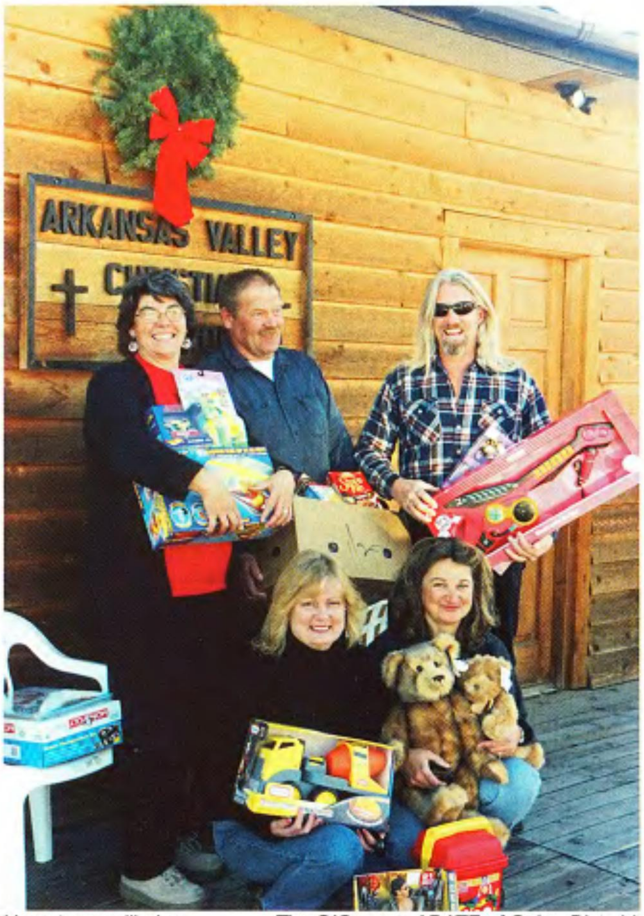
Billy and friend. —*Tom and Eva Finley, Fox Island, Wash.*

The late and great Mann, Philly 1996. —*Cindi Patten, Neptune, N.J.*

News for the front. —*Sgt. Chris Dominski, Christmas, Baghdad, Iraq*



Scooter pooch Grady, RIP. —*Sick Bitch, Beatrice, Neb.*



Have toys, will give. —*Tim O'Connor, ABATE of Colo., Dist. 11*

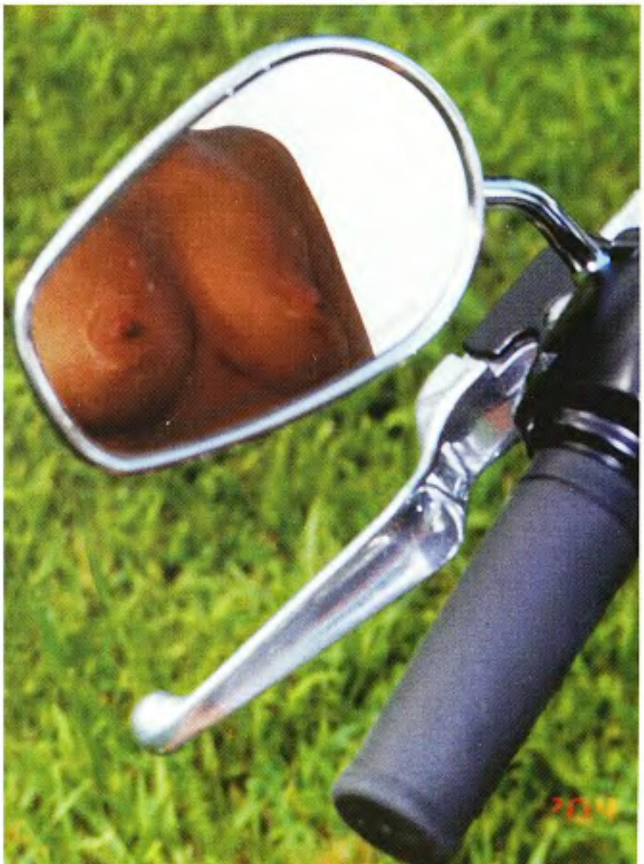
A real handful. —*Rick Koury, Merritt Island, Fla.*

There's nothin' like a Shovel. —*Cole, Waverly, Tenn.*

Hardtail honeymoon. —*Brad and Angela Davis, Swansea, Ill.*

Pete Garcia, the masked avenger of West Texas. —*Frank Campos, Pecos, Texas*

Boobsalot, RMC party. —*Ed Bott, Shovelheads Forever, S. Jersey*

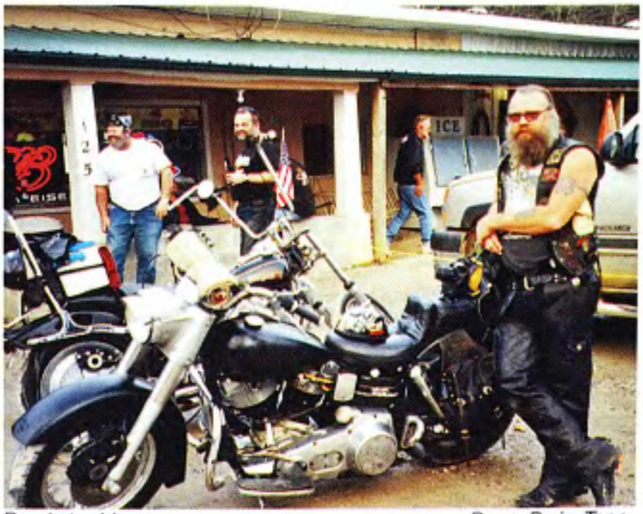


Upon further reflection… —*Crazy J and Sugar Tits, Winona, Miss.*

A quick peek from the Gulfport Blowout. —Trapper John, Montgomery, Ala.

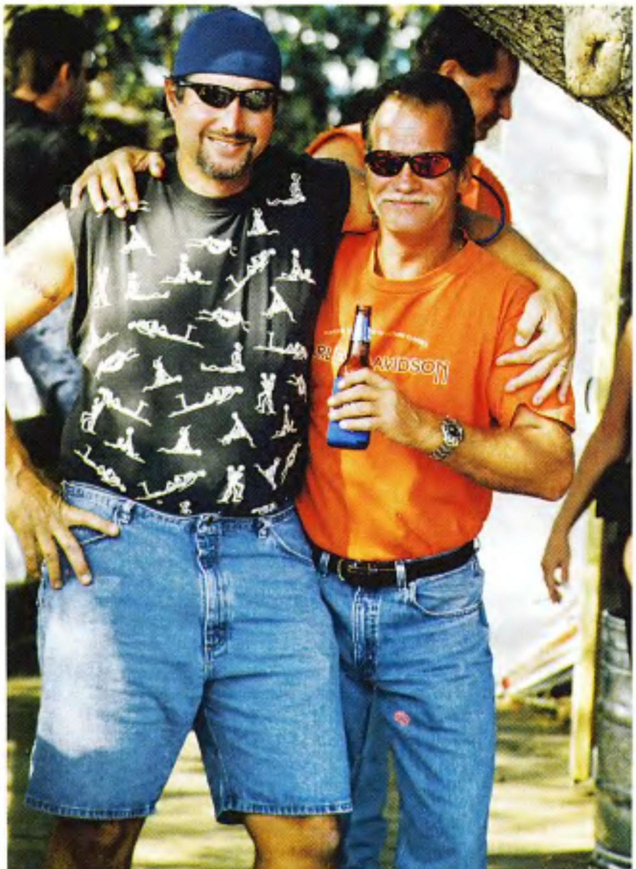
Carried away at the Fossil Run. —Wade Lewis, Fossil, Ore.

Three amigos, Dennis, Joe and Frog. —Katmandu, Indiantown, Fla.



Ready to ride. —Pops, Paris, Tenn.

Rollin'… in the wind. *—Bret Brandt, On the road, Iowa*

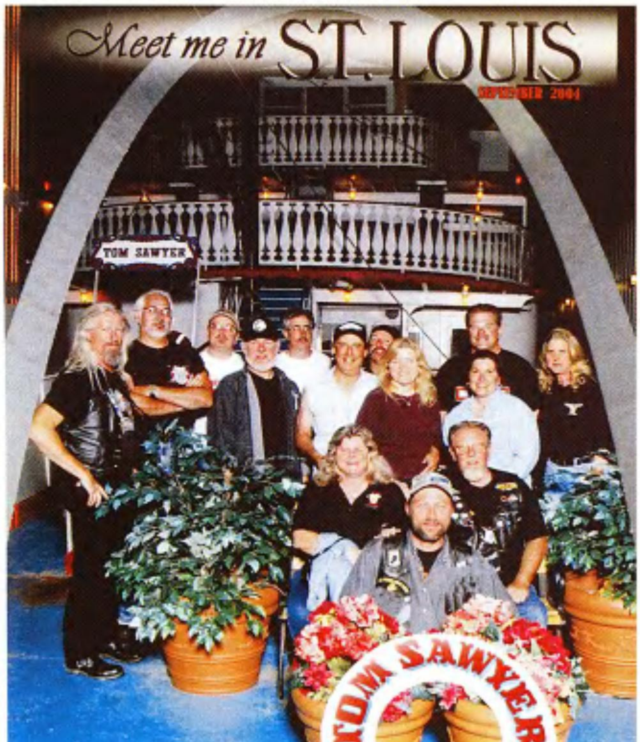


True bruddahs. *—Jill Tully, Daytona Beach, Fla.*

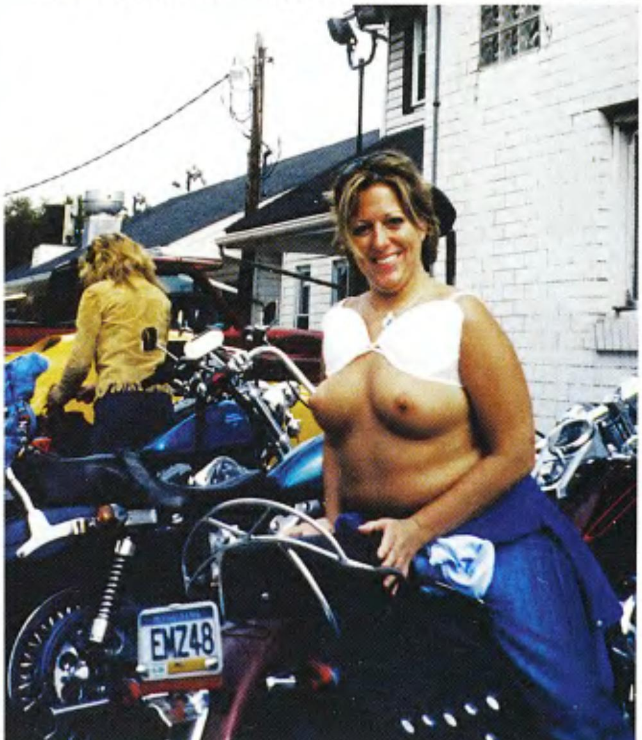
'72 Sporty—a classic chop. *—Joe Quesenbery, Conowingo, Md.*

Youngblood's righteous ride. *—Katmandu, Smoke-Out 5, N.C.*

Two long-haulers pass each other on I-80 Nebraska. Photo by B. *—Ronnie "Rok-Doc" Scroggs, VNVMC USA, N.C. Mtn. Chapter*



Riverboat riders. *—Tim O'Connor, MRF, 2004 Meeting of the Minds*



Oof! *—Tom "Riff Raff" Staaf, Pittsburgh, Pa.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

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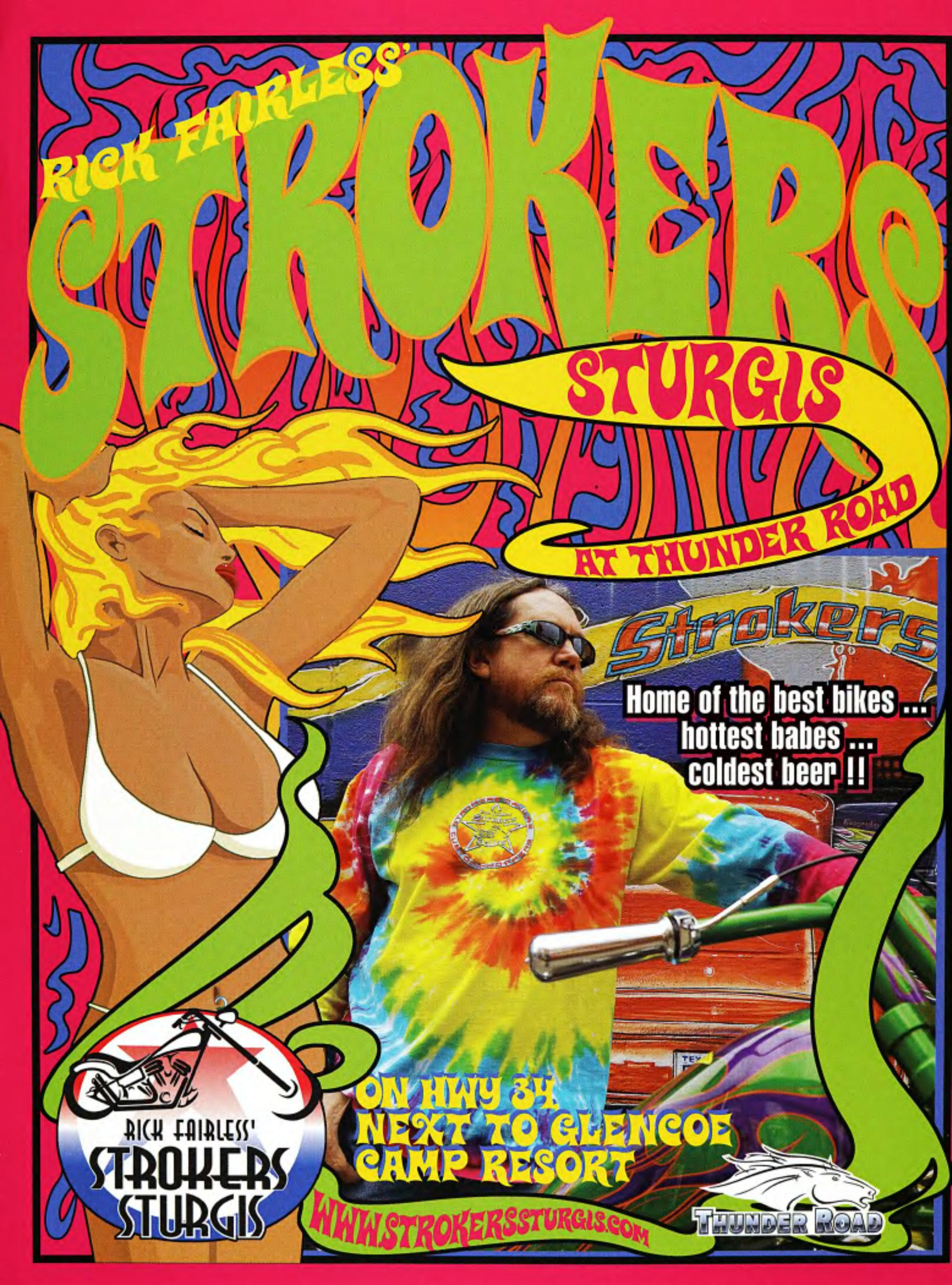
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SUN AND SURF PANHEAD

A Cool Bobber From Caribbean Custom Cycles

It sounds like one of those Corona beer commercials. Palm trees, waves gently splashing on the beach, clear blue water, surfboards drying in the sun. Now add 20,000 motorcycles to the mix and you've got the island paradise of Puerto Rico in focus. And standing in the middle of the image is builder Jose de Miguel, aka "Chopper Freak," who for more than 16 years has been rolling cool,Caribbean-flavor customs out of his San Juan shop, Caribbean Custom Cycles.

Before building bikes full-time Jose was straightening out apexes, racing

IMSA and Formula 3 cars. "Every time I had a couple grand left I'd set it aside to buy an old bike. We had a lot of old ex-police Harleys here on the island and we'd restore them. At that time I had the full racecar shop, but then a friend and I start messing with bikes and it snowballed from there," Jose explains.

Well, snowballs don't last long in Puerto Rico and while he still has the car shop, it basically is a garage for some 40 bikes that Jose's collected over the years. His custom work takes place in another 6,000-square-foot facility down by the San Juan docks. Asked what the shop's main focus was, Jose laughs and says, "Build bikes and surf. When people think of my shop, it's mainly that little bike you're looking at, that early bobber panhead. We also do a lot of the early '70s long front end and modern wide-tire bikes. But as for the look of our bobbers today, it goes back to when there wasn't a surplus of money like

now and when dropping $1,000 for a bike was like breaking the bank.

"This new old-school bobber started when Michael Lichter called us for a bike for his Journey Museum bobber show in Sturgis. I had a blast putting that bike together and I'm partial to panheads, shovels and knuckles. After people saw this bike, they started flipping out and I ended up doing six more right after I came back from Sturgis, now we're building another 10 or so.

"This bike goes back to the roots of Harley-Davidson. You've got the jockey shift and no front brake, so it takes more experience and gives you more of a sense of accomplishment being able to ride these bikes. Besides, you can have one for about 15 grand."

More info at www.chopperfreak.com or call 787-721-0633. *—Paul Garson*

GENERAL
Owner: Jose de Miguel
City: San Juan, Puerto Rico
Designer: Caribbean Custom Cycles
Fabrication: Caribbean Custom Cycles
Year and make: 1965 Harley-Davidson
Model: Bob's Back
Assembly: CCC
Time: 3 long weeks
Chroming: Mara Plating

ENGINE
Year: 1965
Model: panhead
Rebuilder: CCC
Ignition: points
Displacement: 74 cubic inches
Lower end: H-D
Balancing: Charlie
Pistons, Heads, Cam, Lifters: H-D
Carb(s): S&S Super B
Air cleaner: Goodson
Pipes: mix and match
Transmission: 1956 H-D
Modifications: Andrews gears
Shifting: jockey by Twisted

PAINTING
Painter: Angel-Pepo
Color/type: House of Kolor violet metal flake

FRAME
Year: 2004
Builder: CCI
Type: wishbone rigid
Rake: 30 degrees

ACCESSORIES
Bars: simple
Handlebar controls: internal
Fenders: Chica
Headlight: cheapo
Taillight: STOP
Front pegs: floorboards
Electrics: Guti/CCC
Gas and Oil tanks: Caribbean by Twisted
Seat: PDQ Upholstery
Grips: white

FRONT END
Type: 39 mm narrow
Extension: stock
Builder: H-D

WHEELS FRONT
Size: 21-inches
Wheel: stock
Tire: Avon whitewalls

WHEELS REAR
Size: 16 inches
Wheel: stock
Tire: Avon
Brake: drum
Photographer: Michael Lichter

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Meet March's Winner

A new guy in the office made the comment about your March winner Aja: "I could sit and listen to her for hours. Look at those lips!" See that's why he's new. Me? When they look like Aja here, I don't want them talking, at least not everyday banter. If she wants to talk, I gotta mic...oh never mind you get the idea. Anyway, the alluring Aja hails from North Carolina where she earns a living taking every last dollar from you, while you sit and gaze at her erotic gyrations on the stage, in your lap, wherever. For this shoot we flew her to our Midwest ace-in-the-hole photog, affectionately referred to as Balls. We then teamed her with WWE's hard-core legend Al Snow and his wicked, white Chicago Custom's chopper. Al's bike took first place in the Easyriders category at our Columbus Bike Show this year and Aja takes first place in the Build-A-Tent-In-Your-Pants category every year, so it all seemed like a perfect match. Flip to Page 98, just to be sure.

—Howie Feltersnatch

Amy—Illinois

#0801

"My first ride was like the first kiss from my true love. It's exhilarating and vibrant and you can't wait to get that sensation again."

Carrie—West Virginia

#0802

"I love ridin' them as much as wrenchin' on them. OK, that's a lie, but would anyone mind if, while you're wrenchin', I hand you tools while I'm naked?"

Kendra–North Carolina

#0803

"I know my photo looks like a topless mug shot, but I love to ride on the back and hold on TIGHT!"

Venus–Here And There

#0804

"I may have small tits. but I can suck a golf ball through a garden hose! Oh yeah, I love Harleys."

Terri Lynn–Georgia

#0805

"I'm a very talkative person, but after I got on the back of that bike and took my first ride...I didn't say a word. He knew how I felt, once I let go of him."

Lexi–Florida

#0806

"I was very nervous at first, but that feeling went away quickly. I love to go fast, so the faster he rode...the better he felt. Got it?"

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant:

1. Entry photos must be topless. **No Polaroids or scanned photos!**
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, color slides, or digital images (**on a disc**, 3 megapixel minimum)—no negatives and **no Polaroids**. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #386 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes August 1, 2005. The voting deadline for this month's crop of cuties is August 31, 2005. We'll announce the winner in the November 2005 issue.

Here she is, your April Fox Hunt winner, the all too happy Shelly, No. 0406. Come back next month and see what the tight blond with the big tits thinks is so funny!

386

FOX HUNT
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Model's Name ____________________
Address ____________________
City ________ State ________ Zip ________
Home Phone ( ) ________ Cell Phone ( ) ________
Date of Birth ________ I am ________ years of age
I will pose nude ________ Topless only ________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City ________ State ________ Zip ________
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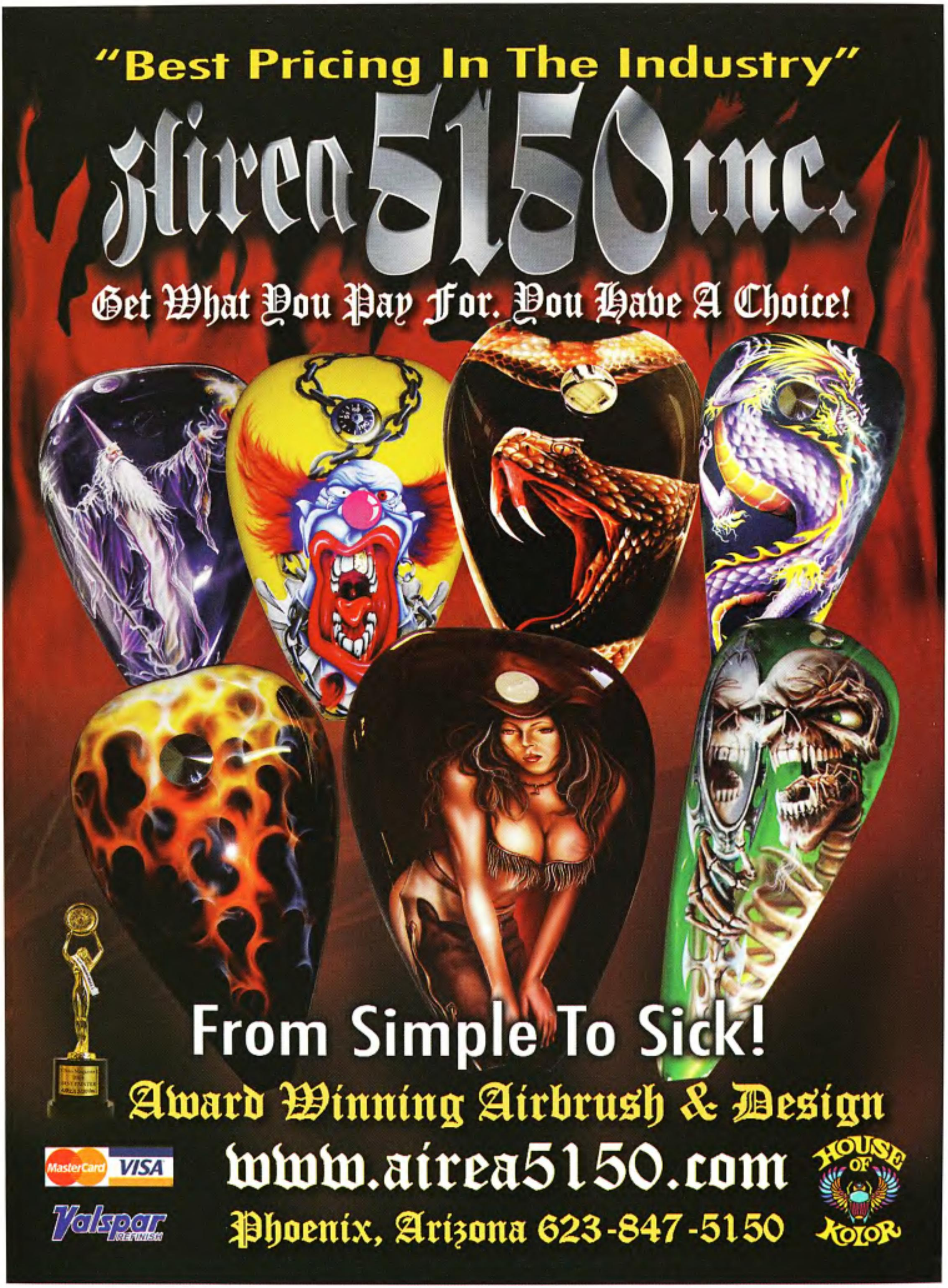
Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.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MYTHICAL PROPORTIONS

A Denver's Bike Of Self-Discovery

Precisely because it is shrouded in tragedy, this digger, though only a year old, has already transcended the realm of mere metal amalgamation and become part of the legendary fabric of motorcycling's myth. Lofty language for a motorized bicycle? I think not.

Consider the fact that this bike was built for the 12th Discovery Channel *Biker Build-Off* TV episode, by a man and his crew who've been around since the earliest days of custom motorcycle building: the West Coast's Godfather of Choppers, Mondo of Denver's Choppers. It was built to compete with another legend in the field, this one from the East Coast: Indian Larry. And, yes, this was the one episode, which would tragically end with the untimely death of Indian Larry.

Yet it all began so innocently. A phone call from the producers of the show. An excited Mondo accepting the challenge. A question, against whom he'd like to compete. Mondo knew immediately that he, as one of the premier arbiters of what's commonly known as the West Coast style of old-school wanted to go

against Indian Larry, one of the premier builders of Mondo's type on the East Coast. It would definitely make for a terrific competition.

"They filmed Larry first," Mondo remembers, "and he built his 'Chain of Mystery' bike. Then they came out here, right around the time of Sturgis and gave us 10 days to build our bike—which we finished in nine."

Since everything was to be handmade, Mondo quickly assembled his crew, among them Bud Orr and Don Lesley, "old Denver's guys," as Mondo calls them. "I had to import them from California and we made a party out of it."

Together they fabricated fenders, pipes, front end, gas and oil tanks and then Bud and Don assembled the whole thing. Joe from Climax Control (now Custom Control) made the handlebars with the internal controls and master cylinder. Because of internal conflicts, Mondo says he had to fire his painter

and brought in Omar the Painter, who was told he had all of three days to paint the entire bike. "He stood there, like a deer caught in the headlights," Mondo remembers, "but he did it. I owe him a lot of thanks."

There were also folks who donated parts, such as Bert Baker, who sent a 6-speed tranny. Jesse James handed Mondo a set of mid-controls and Primo Rivera set him up with an open drive belt, while Automotive Plating Service did all the chroming.

The too cool digger frame was hewn by none other than Erwin Graham, the V-Twin Expo's Frame Designer of the Year and owner of Diamond Chassis. Shop manager D.J. ably orchestrated the entire assembly opus.

The bike was loaded onto a trailer especially built by Craig Hull for the occasion and transported to Pittsburgh. Mondo got on his faithful FXR in Nevada and blazed across the country at triple digit speeds to meet up with Indian Larry in Pennsylvania. "I got stopped in four states for doing over 100 mph," Mondo laughs. "But never got a ticket."

Once in Pittsburgh, the *Biker Build-Off* contestants fired up their custom rides and hit the streets. "Larry and I rode handlebar to handlebar through some awesome country," Mondo says. "We rode through the Blue Ridge Parkway in Virginia and it was one of the best rides I've ever had." Mondo told us that the Barry Wardlow-built panhead motor in his dazzling digger never skipped a beat and that the *Build-Off* ride with Larry will be etched in his mind forever. "Thanks in part also to Hugh, Craig, and Tom from the Discovery Channel, this was an experience I'll never forget."

Charlotte, North Carolina, was the place the public got to vote on the two bikes. Unfortunately, Indian Larry died during a stunt before the voting was done. Says Mondo: "This bike will be in the family forever. I'm not selling it. It has too much history and personal signifcance to me." —*Red Baron*

GENERAL
Owner: Denver's Choppers
City: Henderson, Nevada
Designer: Mondo
Fabrication: The Crew
Year and make: 2004 Denver's
Model: Digger
Assembly: Denver's
Time: nine days
Chroming: APS

ENGINE
Year: 2004 Accurate Engineering
Model: panhead
Rebuilder: Barry Wardlow
Ignition: Mallory Magneto
Displacement: 88 cubic inches
Lower end: H-D Evo
Balancing: Accurate
Heads: S.T.D.
Lifters: Crane
Carb(s): S&S E
Air cleaner: custom
Pipes: Denver's

TRANSMISSION
Year and make: 2004 Baker
Shifting: 6-speed

PAINTING
Molding: Omar the Painter
Painter: Omar the Painter
Color: red
Type: PPG

FRAME
Year: 2004
Builder: Diamond Chassis
Type: digger
Rake: 45 degrees
Stretch: 5 inches in the backbone
Shocks: none

ACCESSORIES
Bars: Denver's
Handlebar controls: Climax Control
Fender(s): Denver's
Headlight: Drag Specialties
Taillight: Primo
Pegs: Denver's
Electrics: Denver's
Gas tank: Jason/Denver's
Oil tank: Jason/Denver's
Oil system: Denver's
Primary cover: none
Seat: Paul Cox
Mirrors: Pro-One
Grips: Climax Control

FRONT END
Type: Denver's Springer
Extension: 9 inches over
Builder: Mondo

WHEELS
Make: American Mag
Size: 18 inches front; 15 inches rear
Hub: American Mag
Tire: Dunlop
Brake: Exile
Photography: John Wycoff

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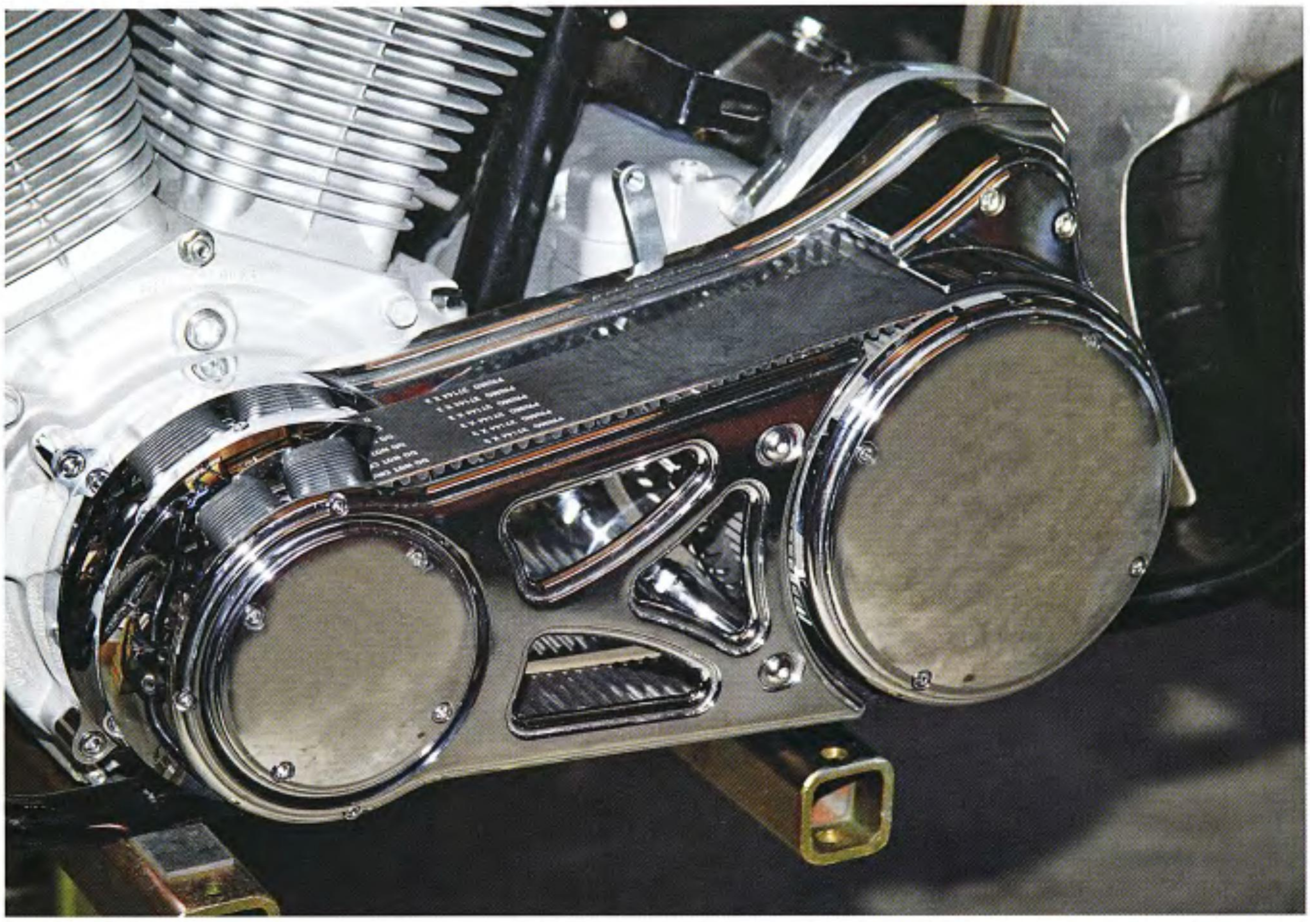


A BELT DRIVE WITH STYLE

THE NESS-TECH RADIUS BILLET BELT DRIVE

Some people have a natural style in everything they do. I remember back in school there were guys that wore the same shirts I did, but they always looked cooler. It was all about style, they tucked in their shirts a certain way that set them apart. Well in motorcycle parts some people have an eye for style. Arlen and Cory Ness are just such people. They can take a very bland item and give it a classy look.

The new Ness-Tech billet belt-drive kits are exactly what we're talking about. They took a 3-inch belt drive system and designed all the associated parts to have a special look. Actually they came up with two different looks: the Radius belt drive kit and the Rad II belt drive kit.

Both of the kits extend the styling that the Ness' developed for their engine covers and other components. The Radius has smooth contours while the Rad II is more edgy. Ness has integrated the design of the pulley covers into the styling used for the motor plate, belt protectors and starter cover.

Because the motor plate has a ball bearing to support the transmission mainshaft, the inner race for the primary cover bearing must be removed. We used a Baker Drivetrain tool to remove it.

This is our starting point, primary drive and starter removed. We left the final drive belt off for photo clarity. The transmission mounting bolts have been loosened to allow it to be aligned in the motor plate.

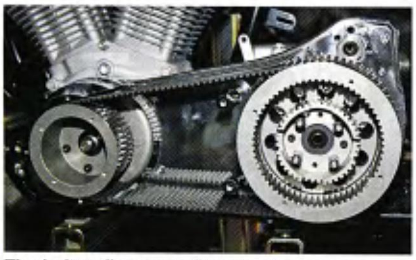
Doing this was no easy task, the motor pulley and clutch basket had to be designed with mounting points in their outer surfaces. The look of the finished product shows just how well they accomplished the job.

Looks are only half of the product, the other is in how easy it is to install and how well it functions. For that we obtained a sample of their Radius kit for custom bikes and H-D Softail models

The Ness motor plate is machined from billet aluminum and chrome plated. It comes with the front belt protector, belt guard standoffs and mainshaft bearing installed.

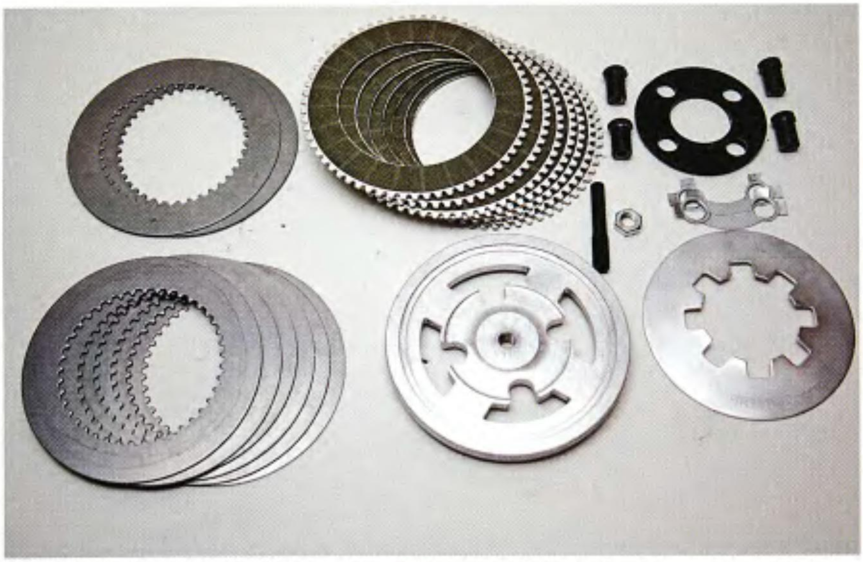
The motor plate is fitted to the bike and then transmission and motor fitment is checked. Once the alignment is correct, the transmission mounting bolts are tightened.

The motor pulley, clutch basket and primary belt are very high quality. This 3-inch belt can handle the power of big-inch motors.



The belt-pulley parts fit without any force.

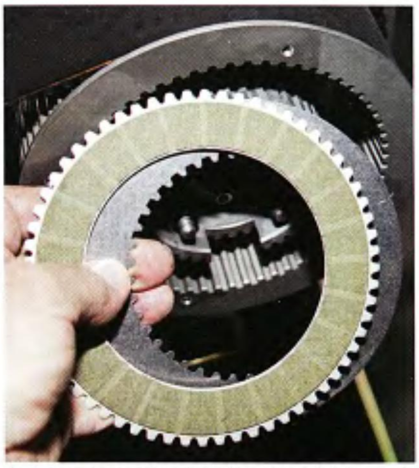
The sprocket shaft nut and washer replace the compensator assembly used on factory bikes.



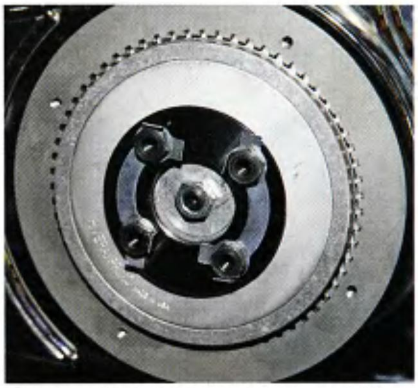
The Rivera Pro-Clutch is one of the best available. The parts fit and finish is equal to all of the other parts in the kit.

The kit comes with a special starter drive assembly. It fits inside the motor plate. It's items like this that made installing this belt drive easy, we didn't need to buy or hunt down anything extra to complete the install.

The starter and pulley covers fit like a glove. All that is left to do is install the outer belt protector.



For maximum power handling, the clutch uses seven composition discs and eight steel plates.



The assembled clutch is quite compact. The stud in its center is used for adjustment.

The starter motor fits in its normal spot, on the back of the motor plate.

(P. N. 16-280) to fit on our rigid chopper.

Installing the kit couldn't have been easier, no hacking, sawing, filing or custom fitting was necessary. As for performance, they use the tried and true Primo drive components and a Rivera Pro-Clutch. Although we put the kit on a special construction bike, the same sequence is used for a factory Softail.

—John Sullivan

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Got Head?

The WWE's Snowman Rides!

And in this corner, standing exactly 6 feet tall and weighing in at 234 pounds, from Lima, Ohio, one of the most feared Hardcore Champions ever to hold the title, WWE Superstar—AL SNOW! The Snowman is single-handedly responsible for introducing the world to "Head." We don't blame you for what yer thinkin', but unless you just crawled out from under a rock, you already know Al seldom goes anywhere without his trademark mannequin head nearby.

When he's not busy fueling the world of sports entertainment with thrills, Snowman loves to ride. Al met Bob Petrovic of Chicago Custom Choppers at the Easyriders Bike Show in Columbus, Ohio, three years ago. Though there were plenty of builders offering to build a bike for Al, he wanted someone who is every bit as passionate about what they do as he is. Bob fit the bill.

Al wanted a bike with a mechanical look, so he enlisted the talents of local artist Chris Brune. She devoted several weeks of her life to the cause by helping Al bring his wild paint ideas to life.

Everyone chipped in to help Al, and he bonded so well with the CCC crew that he is a big part of their alliance.

To honor the memory of his sister Donna Stanley, who died of Leukemia, Al organized a charity ride to benefit leukemia research. Last June, Al was joined by 26 WWE Superstars who rode in soaking rain from Aces & Eight's in Dayton, Ohio, to Quaker Steak and Lube on Donna's Ride.

On MTV's hit reality series, *Tough Enough*, you'll see "Head Trainer" Al torturing 13 young WWE hopefuls. Al told us, "I am very fortunate to be able to make a living doing something that I positively love. I believe that if you are doing something you truly enjoy, the money will come, but if it doesn't, that won't matter because you're doing what makes you happy." Right on, brother.

Speaking of doing what makes ya happy, our Fox Hunt Winner Aja from North Carolina seemed happy slippin' and slidin' her fine form all over the Snowman's scoot. —*Cheesey Eggs*

GENERAL
Owner: Al Snow
City: Lima, Ohio
Fabrication: Chicago Custom Choppers
Year/make: 2004/Custom Chopper
Model: Snowman
Assembly: Chicago Custom Choppers
Time: already served it

ENGINE
Year: 2004 S&S Super Sidewinder
Ignition: Dyna 2001 IP
Displacement: 113 cubic inches
Cam: S&S
Carb: S&S Super G
Pipes: Chicago Custom Choppers

TRANSMISSION
Year/make: 2004/Baker 6-speed RSD

PAINTING
Molding: John Watkins
Painter: John Watkins
Color: snow white shimrin' pearl
Type: House of Kolor
Special paint: John Watkins

FRAME
Year/make: 2004/Chopper Guys
Type: rigid
Rake: 40 degrees
Stretch: 6 inches up, 8 inches out
Shocks: Legend Air Ride

ACCESSORIES
Handlebars: 1 1/4-inch chubby 8.5 apehangers
Risers: 4-inch CCI
Handlebar controls: Scimitar by Pro-One
Fenders: Chicago Custom Choppers
Headlight: Headwinds
Taillight: Custom Chrome Inc.
Pegs: Scimitar by Pro-One
Foot controls: Scimitar by Pro-One
Speedo: Scimitar by Pro-One
Electrics: James Cassem
Gas tank: Independent
Oil tank: Kustom Works
Primary: Primo
Seat: Chicago Custom Choppers
Grips: Scimitar by Pro-One

FRONT END
Type: springer
Builder: Paughco

WHEELS
Make: Weld
Size: 21 x 2.15 front/18 x 10.3 rear
Tires: Metzeler
Brakes: Pro-One
Special Thanks: John Watkins
Photos: Mike Farabaugh

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SEAT PIN 5.06 up
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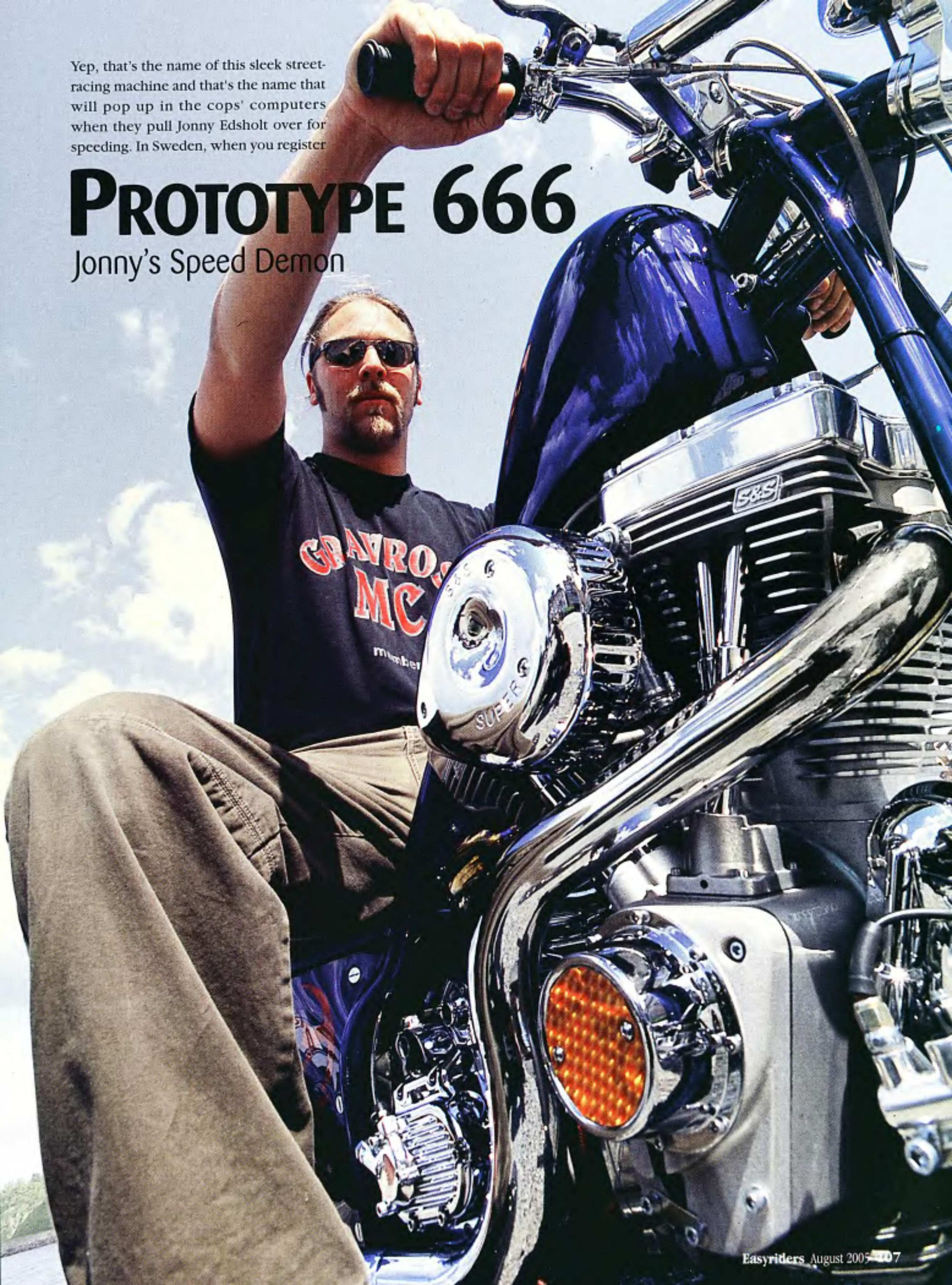
Yep, that's the name of this sleek street-racing machine and that's the name that will pop up in the cops' computers when they pull Jonny Edsholt over for speeding. In Sweden, when you register

PROTOTYPE 666

Jonny's Speed Demon



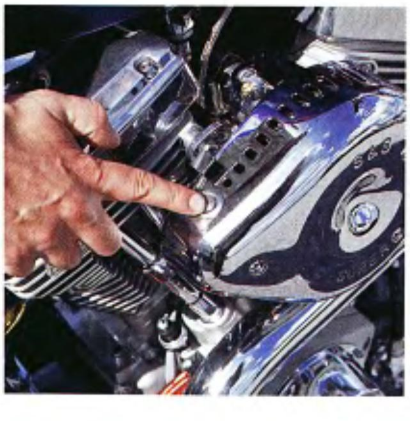
a bike as "amateur-built" you can give it any official name that you like. And the speeding tickets will probably start coming Jonny's way soon. At the time of this writing, he's still breaking in his new 124-cubic-inch S&S engine—keeping his cruising speed down to 130 mph.

Jonny was surprised at how much thunder his new S&S Super Sidewinder had. He adjusted the rev limiter down to 4,000 rpm for break-in, but found the motor was killer anyway.

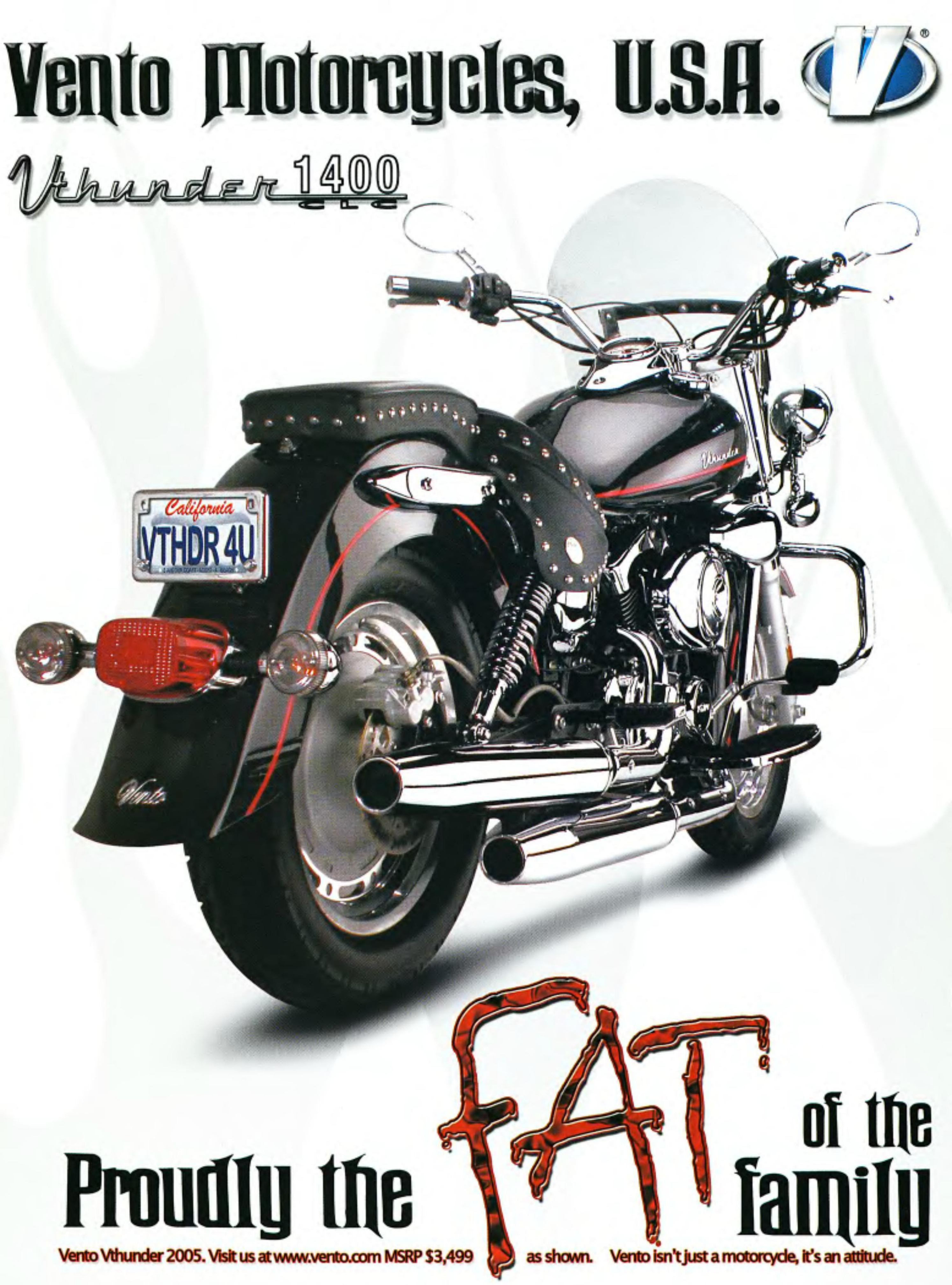
His first longer trip was to a bike show some 500 miles from his home and he could easily speed-tour it at 130 mph all the way. So what will happen when you rev it to the max?

The monster motor mania is all over the globe today and there are XXX-large engines anywhere you look. To some, we suspect, all those cubic inches serve more as "manhood extenders" than seriously needed V-twin power. But no one can make that particular accusation toward Jonny. This machine is built for the dragstrip as well as the street.

"I plan to enter it in the Swedish Harley Drags class to begin with. One hundred thirty five horsepower should be enough for 11-second runs on the quarter mile, don't you think?" Jonny laughs. His last bike was a customized Buell S1 Lightning. But even with the modifications, the owner figured it still felt a little too "over-the-counter." Jonny started imagining building a bike completely from scratch. And then a good buddy had a home-built frame for sale. With some widening and lowering, it could be the start of something good.



The chop came out as exactly what he had imagined. "It's nice and steady even at high speeds, sure it vibrates a bit but it doesn't bother me much." —*Totte*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GENERAL
Owner: Jonny Edsholt
City: Stockholm, Sweden
Fabrication: owner
Time: 6 months
Chrome: Balsta Metal Finishing

ENGINE
Make and type: S&S Super Sidewinder
Displacement: 124 cubic inches
Cam: S&S .640
Ignition: Twintec
Carb: S&S Super G
Exhaust system: owner

TRANSMISSION
Primary drive: BDL 3 3/8-inch belt
Clutch: BDL
Gearbox: Zodiac 6-speed
Shifting: foot

PAINTING
Painter: Robert Clausnitzer
Color: purple and red candy
Type: House of Kolor

FRAME
Make: Orax, owner, Morani
Model: Prototype 666
Rake: 46 degrees
Stretch: none
Material: chrome-moly

ACCESSORIES
Handlebars: 22mm drag bars
Hand controls: Grimeca
Foot controls: Tarozzi
Headlight: Bikeline
Taillight: yep
Rear fender: owner
Gas tank: modified Sportster
Oil tank: fabricated by owner
Seat: owner

FRONT END
Triple trees: Tolle, 7 degrees extra rake
Fork legs: Tolle (upper and lower)
Extension: 14 inches

WHEELS
Size: 17-inch
Type: Honda CBR
Tires: Michelin
Brakes: Nissin
Photos: Siwer Ohlsson

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TAKING A DEEP BREATH

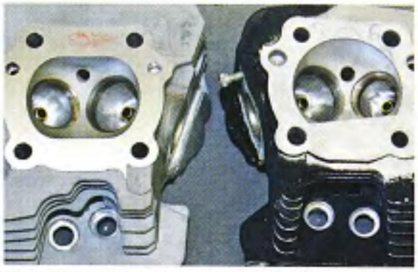
HOPPING UP TWIN CAM CYLINDER HEADS

Whether realized or not, most V-twin hot rodders subscribe to the five Cs of performance: cubic inches, cylinder heads, cam, compression and carburetion. With the exception of compression, the five Cs focus on increasing airflow. But that shouldn't be surprising since the internal combustion engine is little more than a sophisticated air compressor. However, a major difference between many hot rodders is the order in which they make performance modifications.

Some performance buffs take the bolt-on route, installing a free-flowing air cleaner, carb and exhaust system. Others go for the whole enchilada and bolt in a monster crate engine. Regardless of the approach, both groups address the same performance issue: increasing engine airflow. However, remember that whenever an induction or exhaust system bottleneck is removed, the next weak link down the line becomes the new bottleneck. And the most crucial bottleneck to making horsepower is the cylinder heads. But cylinder heads are not cheap, being one of the most costly items of engine modifications.

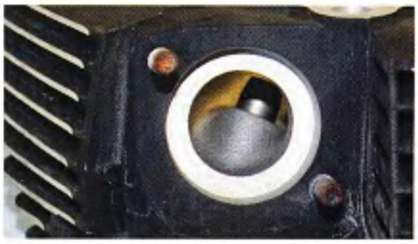
Enter Charlie Lawlor. Charlie is the owner of Short Block Charlie's (SBC), a head-porting, machining and engine-building shop in Tempe, Arizona. Tucked away in a quiet area near Arizona State University, SBC specializes in quality head porting for Harley-Davidson V-twins. A few years ago, Charlie developed his Scotchman's Hop-Up for Twin Cam 88s, a very cost-effective head job offering an 11 1/2% boost in horsepower and 7 1/2% increase in torque and all for a measly few hundred bucks. Since then, Charlie has been hard at work developing heads for hot 88-cubic-inch and 95-cubic-inch Twin Cam engines.

Charlie's latest incarnation is his Vortec II Power Torque Chamber heads. The Vortec IIs are based on Charlie's engine



The difference between the Twin Cam and Evo combustion chambers is obvious. On the left is the Twin Cam's bathtub-shape chamber with the Evo's D-shaped chamber on the right. The stock Twin Cam chamber offers improved turbulence, combustion and exhaust flow.

The stock Twin Cam intake port is round at the intake-manifold end, relatively short in length and includes a small bowl area above the valve seat.



The stock Twin Cam exhaust port is smaller than the Evo's and about 1/4-inch shorter in length. The TC port works OK with a stock 88-cubic-inch engine, but it is highly restrictive on modified 88- and 95-cubic inch engines.

Welded TC chamber—unfinished. Short Block Charlie's completely disassembles each head. The collars, springs and valves are removed, and the heads are washed and bead blasted. Then the valve seats are machined out and the guides removed before modifications begin. Next, the chamber and ports are TIG welded in the required areas. At this stage, the heads are mounted on a lathe and given an initial decking on the gasket surface then a rough-in porting job using carbide bits.

philosophy of high-velocity ports for optimum cylinder filling at both low and high engine speeds. He is also a proponent of a highly turbulent combustion chamber for maintaining fuel suspension. The result is optimum cylinder filling, efficient combustion and greater power.

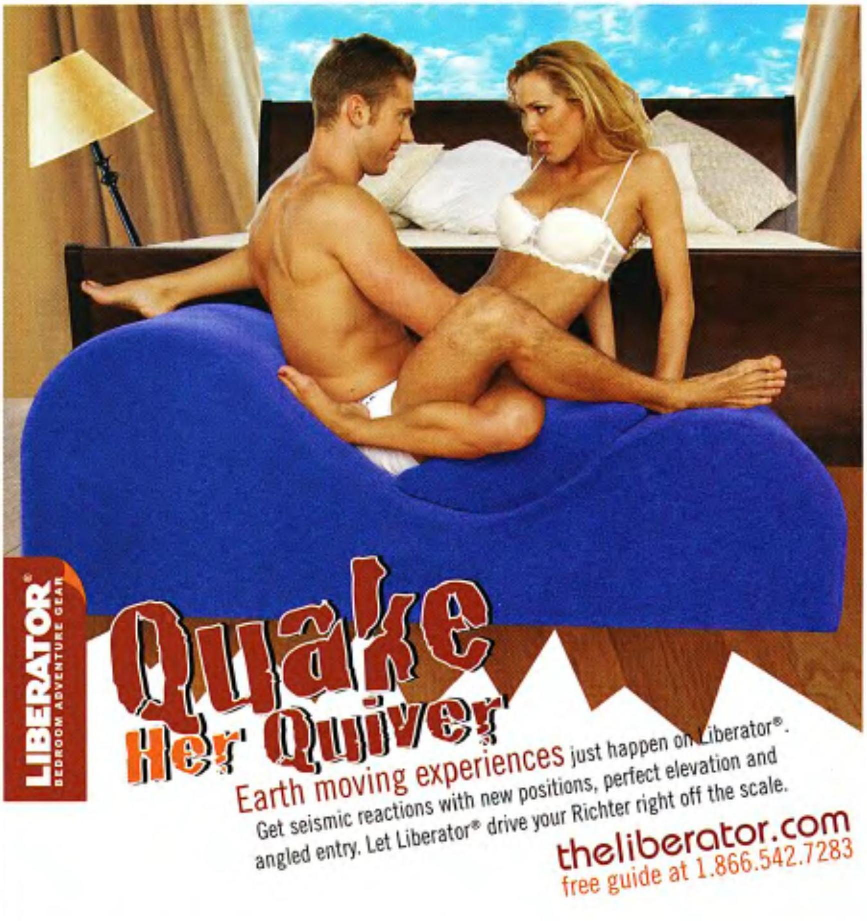
Clearly, Charlie did his homework. He spent much R&D time cc'ing, measuring, analyzing and testing the stock Twin Cam ports and chamber, searching for ways to make improvements. Charlie designed and tested a countless number of prototypes, determined to find the best combination of high flow and high velocity for excellent cylinder filling. To achieve optimum cylinder filling, bigger is not always better. Anyone can hog out a port to flow more air, but velocity and fuel suspension suffer. Low velocity ports may have little impact on a 7,000-rpm drag engine because what happens at low rpm does not matter; however, low-rpm power is crucial on a street engine. Testing showed Charlie how to contour the ports while keeping cross-sectional area relatively small for high velocity and excellent air/fuel homogenization.

On the exhaust side, Charlie strategically placed an air dam at the bottom of the port to minimize exhaust reversion. Reversion is the process of slow-moving exhaust gases reentering the combustion chamber during the valve overlap period. Charlie says he prefers the port's exhaust-to-intake flow ratio between 75% and 80% for best power production.

SBC's Vortec II hop up starts with a set of Twin Cam head castings. The ports are welded, ground and contoured until they barely resemble the stock items. Combustion chambers receive similar treatment, including several machining operations that produce an egg-shaped chamber, which is more efficient and conducive to power production.

New oversized nickel-chrome valve seats are installed along with O-ringed manganese bronze valve guides. The automotive performance industry caught on to the superior heat transfer, oil control and wear characteristics of manganese bronze guides over a decade ago. Luckily, the benefits have spilled over into the motorcycle world. Oversized 1.9-inch intake and 1.610-inch exhaust valves are installed and back cut as necessary for optimum airflow.

The valve spring package is matched to the engine application, cam profile and valve lift. Quality Viton valve-stem seals are used to ensure optimum oil control around the stem to eliminate power-robbing detonation.



Finally, the combustion chambers are cc'd and the gasket surface decked for the desired chamber volume and compression ratio. Vortec II heads feature a drop-down ring that slightly protrudes into the cylinder. The ring has two purposes: First, it protects the head gasket, thereby reducing the potential for a blown head gasket. It also provides for a tight squish clearance for excellent air/fuel turbulence, resulting in detonation protection, maximum power and optimum fuel economy.

For less than a $1,000 dollars complete, Short Block Charlie's Vortec II heads pack quite a punch for modified Twin Cam engines and offer a cost-effective solution for power-hungry Harley hot rodders. *—Stroker*

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SBC O-ringed-sealed manganese bronze intake and exhaust valve guides are installed. The Viton O-ring prevents oil infiltration between the guide and head, while the manganese bronze alloy offers superior heat transfer and allows a tighter valve-to-guide fit for better oil control and longer life.

Machining welded chamber to finished shape. Each end of the combustion chamber is machined to rough-in dimensions before final hand finishing. Pockets for the new valve seats are also machined into the chamber.

Installing new valve seats. Oversize nickel-chrome valve seats are installed. Heating the head and freezing the seats makes for easy push-in installation. Intake valves are 1.900-inch (0.056-inch O.S.) and exhausts are 1.610-inch (0.044-inch O.S.).

Cutting radius valve seat on Sunnen VGS-20. Charlie uses a Sunnen VGS-20 head-and-seat machine to do an initial rough-in cut for the radius valve seats. Radius seats reduce the severity of the seat angles, optimizing flow around the valve.

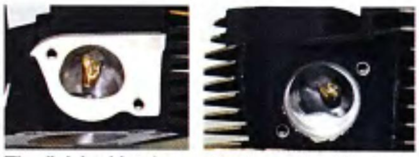
Reshaping ports, the ports are finalized using cartridge rolls. Charlie believes in high-velocity ports for improved cylinder filling, so relatively small cross-sectional areas and the exact shape are critical.

Contouring valve seat to port, using cartridge rolls, the port bowl is carefully reworked and matched to the seat for optimized airflow.

Lapping valve seats. When porting is complete, the seats are given a finish radius cut and the valves are hand lapped for proper sealing. Next, the chambers are cc'd and brought to final spec for the desired compression ratio based on engine application and cam specs.

Machining chamber drop down on a lathe. The heads are finished decked on a lathe for final chamber volume and flatness. Charlie's Vortec II heads also include a cylinder drop-down ring, which is now machined. The drop-down minimizes blown head gaskets while optimizing piston-to-head clearance for a tight squish band.

This is the finished chamber for Charlie's Twin Cam Vortec II heads. The "Power Torque Chamber" is more egg shaped than the stock TC chamber. When used with a flattop piston, the Vortec II head results in a compact yet un-shrouded chamber along with increased squish area for high turbulence. Note the cylinder drop-down ring machined into the deck area.



The finished intake port looks quite different from the stock round port, and so do the airflow numbers. Charlie's finished exhaust port is D-shaped with a reversion dam on the floor.

The valves and spring package are matched to the camshaft design, lift and engine rpm. Jim's valves are back-cut and typically mated with Crane springs, collars and keepers. Viton oil seals provide positive oil control around the valve stems.

Photos: D. William Denish

Heads are checked on a flow bench to verify flow. If a head doesn't meet minimum flow specifications, it is reworked until it does.

STOCK TWIN CAM 88 HEAD CFM PORT FLOW
cfm @ 10 inches H2O

Valve Lift (in)	Intake (CFM)	Exhaust (CFM)
.050	11.6	11.6
.100	27.0	24.1
.150	44.3	36.6
.200	63.8	48.4
.250	81.9	58.8
.300	97.7	67.2
.350	109.2	75.6
.400	113.4	79.8
.450	113.4	81.9
.500	113.4	84.0
.550	113.4	84.0
Totals	889.1	652.0

VORTEC II TWIN CAM HEADCFM PORT FLOW
cfm @ 10 inches H2O

Valve Lift (in)	Intake (CFM)	Exhaust (CFM)
.050	18.6	13.4
.100	18.0	31.9
.150	55.5	46.0
.200	77.7	63.0
.250	97.7	73.5
.300	112.0	83.0
.350	126.0	89.3
.400	133.0	93.5
.450	140.1	99.8
.500	148.8	105.0
.550	157.3	112.0
Totals	1074.7	810.3

The Vortec II heads show an increase of 21% intake flow and 24.4% exhaust flow compared to the stock Twin Cam 88 head. Coupled with high-velocity ports and a turbulent chamber, the Vortec II heads are a winner.

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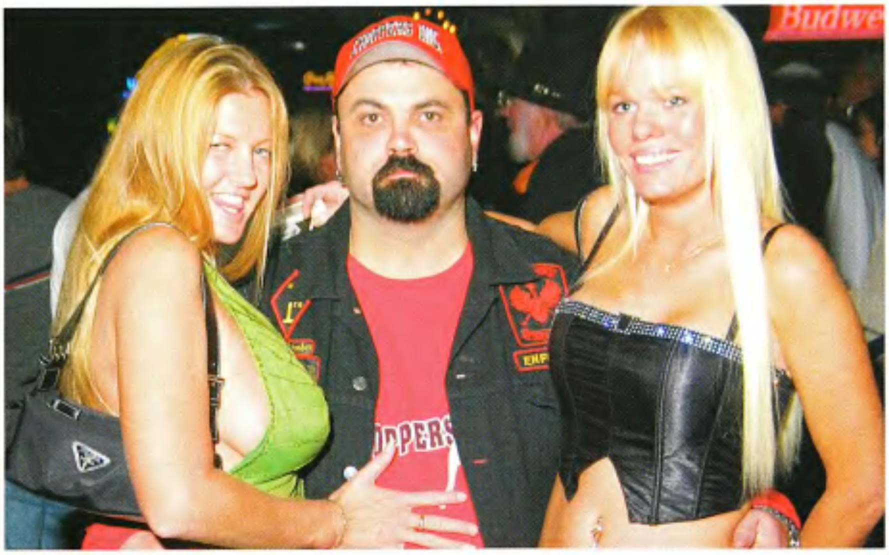


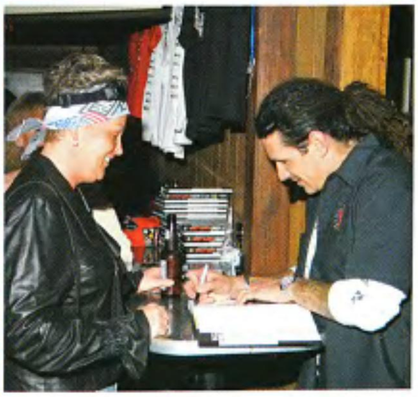
BILLY LANE THROWS A PARTY

CHOPPERS INC. MADNESS

Now, it's no secret that Discovery Channel's *Biker Build-Off* champ, Billy Lane, loves to party and early this past December, he and the Choppers Inc. gang threw one hellacious Christmas bash out at County Line Saloon in west Melbourne, Florida.

It was a nippy night by Florida standards, but I gotta say, most of the revelers arrived on scoots and piled into the sprawling County Line Saloon for an evening of dancing, drinking and all the hell raisin' you could muster up. Two live bands, Naked Rachel, as well as the Crank County Daredevils, pounded out some of the damndest roof-raisin' rock sounds this old boy has heard for a long time.

There were copies of Billy's new book, *Chop Fiction*, available and, yes, he was there to sign 'em too. Long line for that one.



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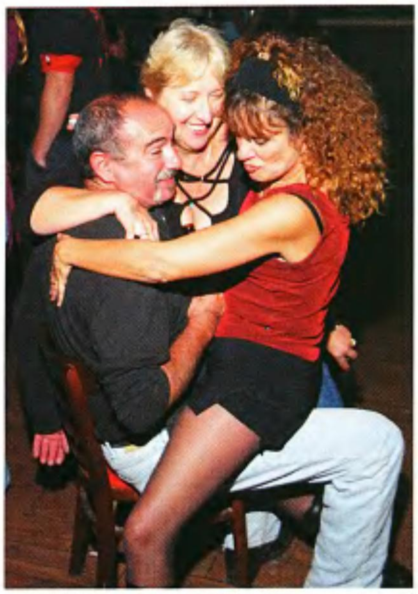

Photos: Miserable George

County Line has two huge full-service bars and this night there were several beer stations set up, manned by some real cuties, as well as a special VIP bar for special guests (I guess). There were snacks laid out on the pool table and a few vendors had setups on the main floor. (That was kept to a minimum.) After the book signing was concluded, Billy mingled with the crowd, posing for photos and signing almost everything, including female body parts. His mom, Marion, was there too, casting an adoring eye on the proceedings all evening long.

The party went on into the wee hours, probably contributing to quite a few throbbing heads the next morning. My thanks go out to Billy Lane and the whole Choppers Inc. crew and Jennifer, you did your usual primo job of keeping things rolling right along.

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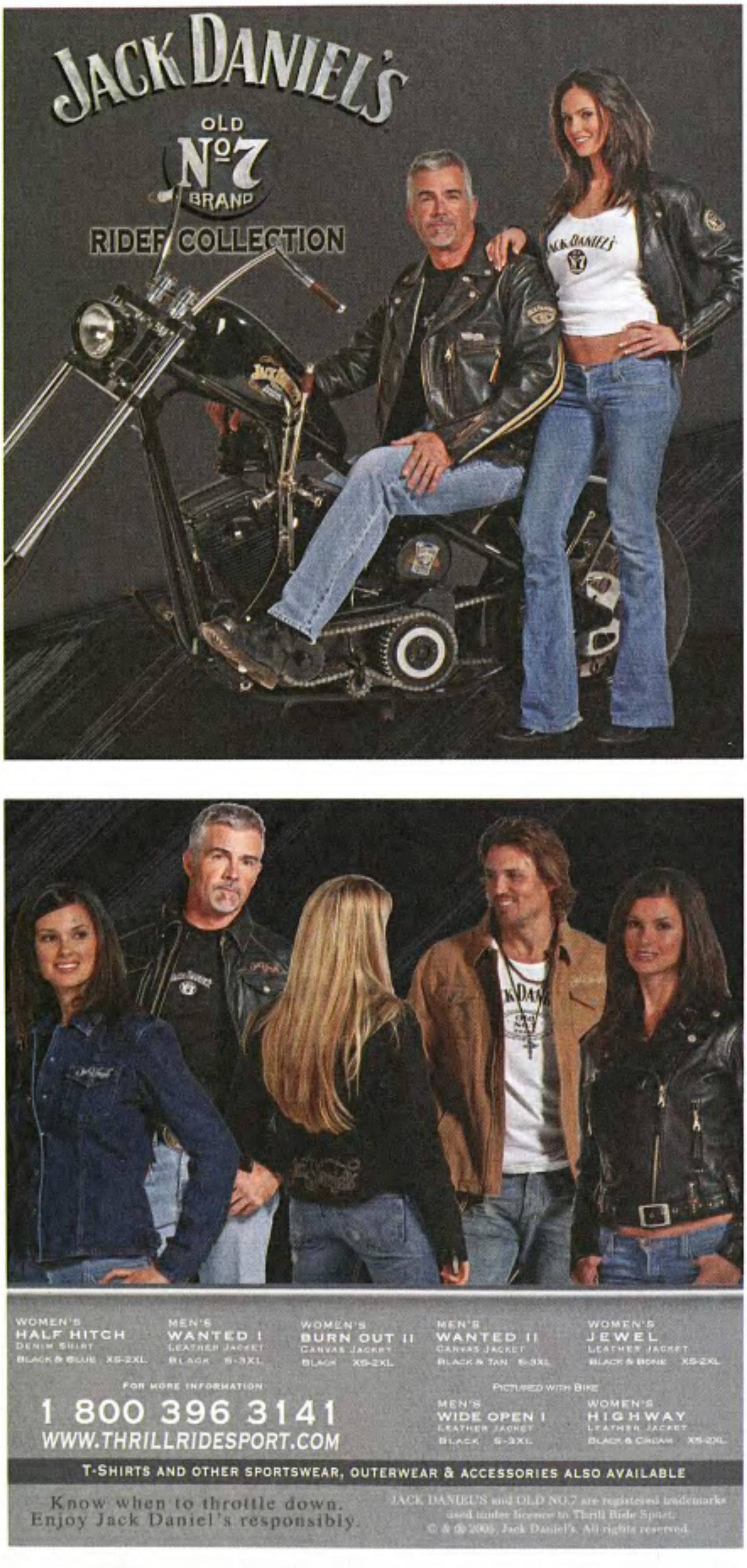
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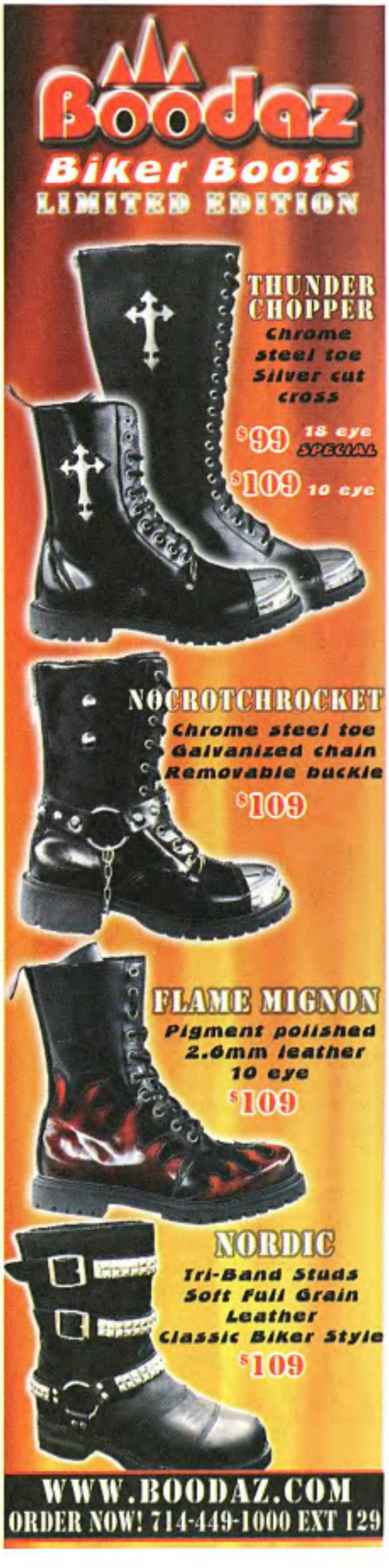
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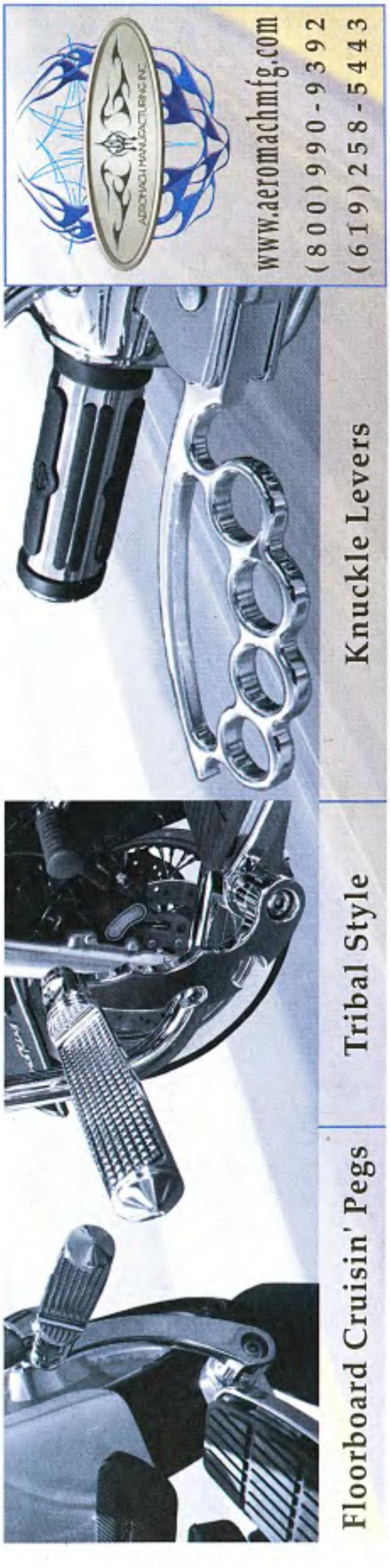
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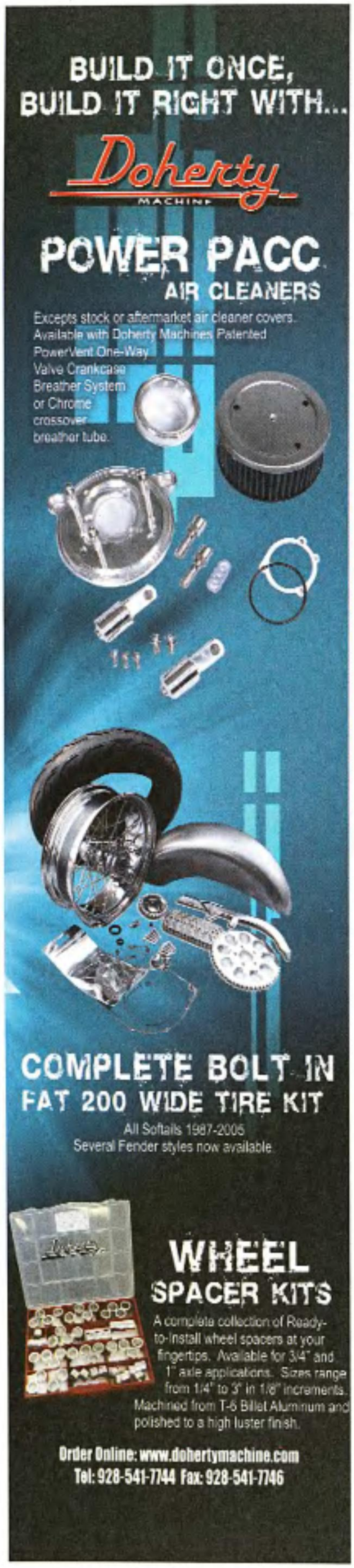
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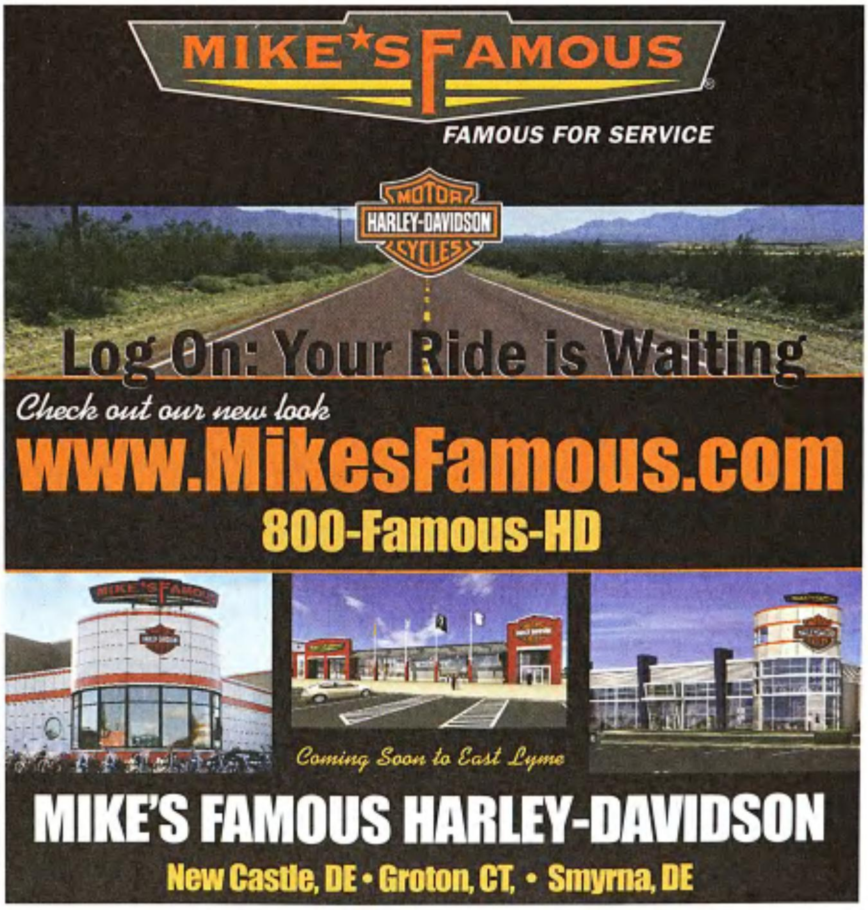
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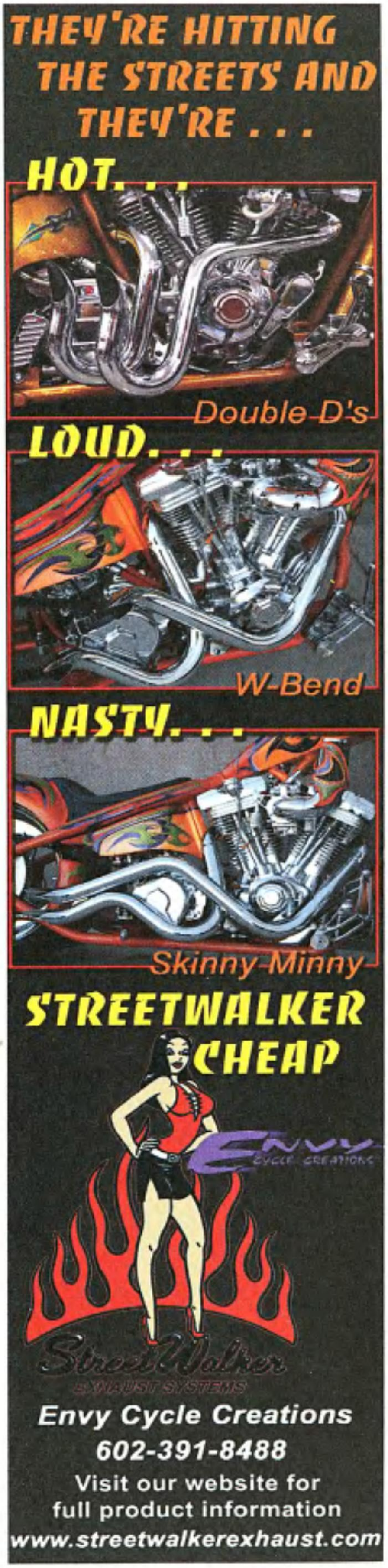
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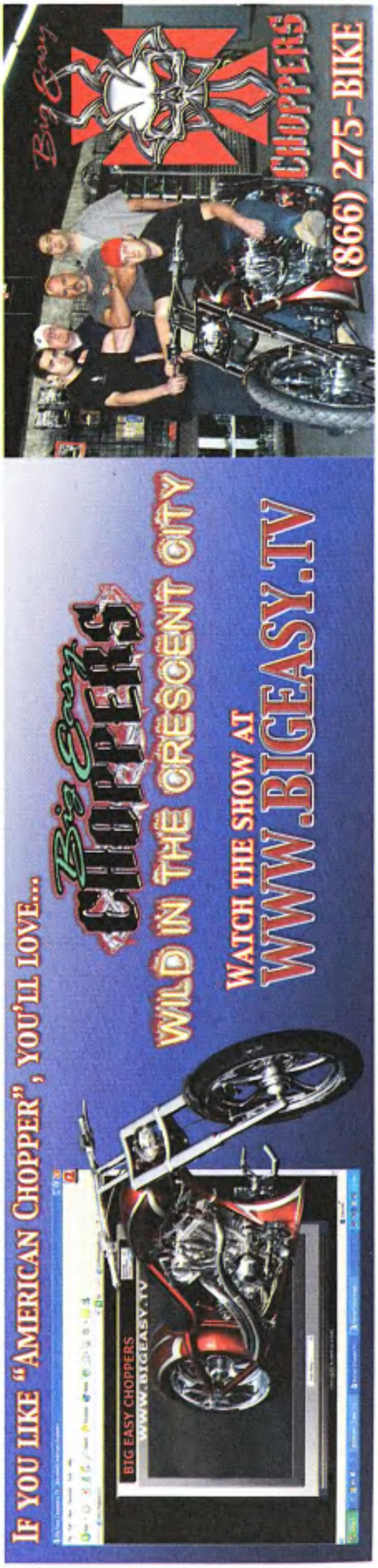
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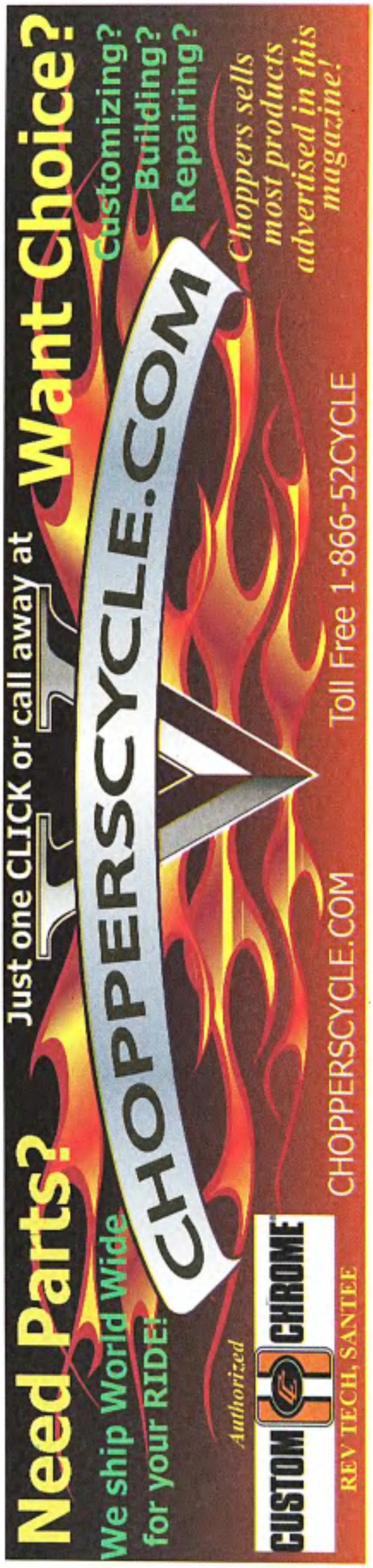
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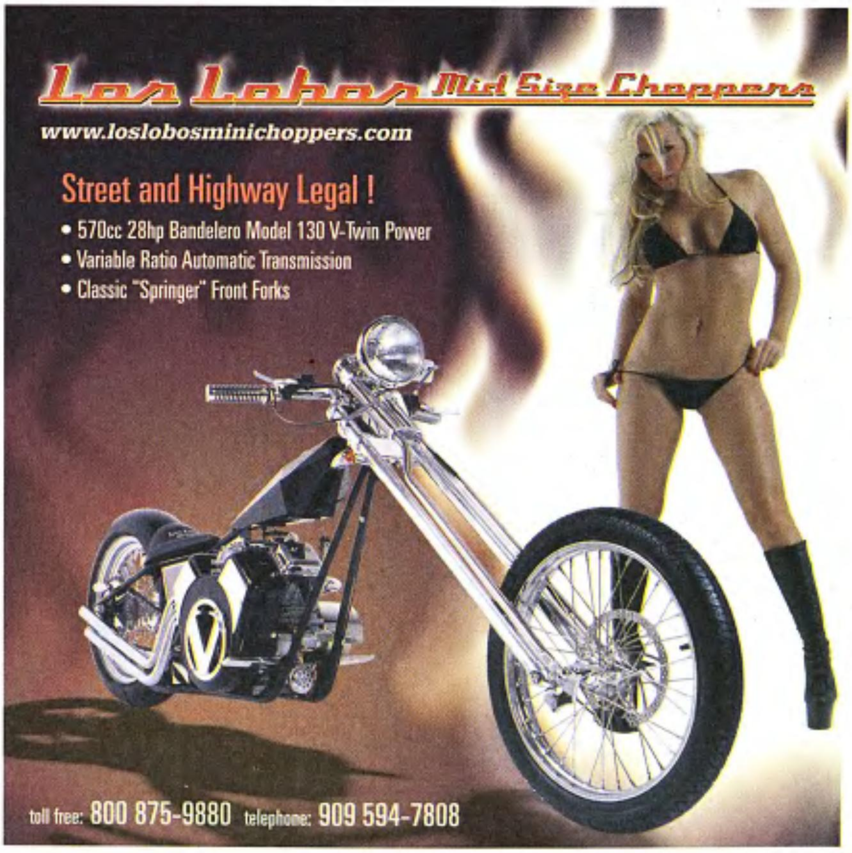
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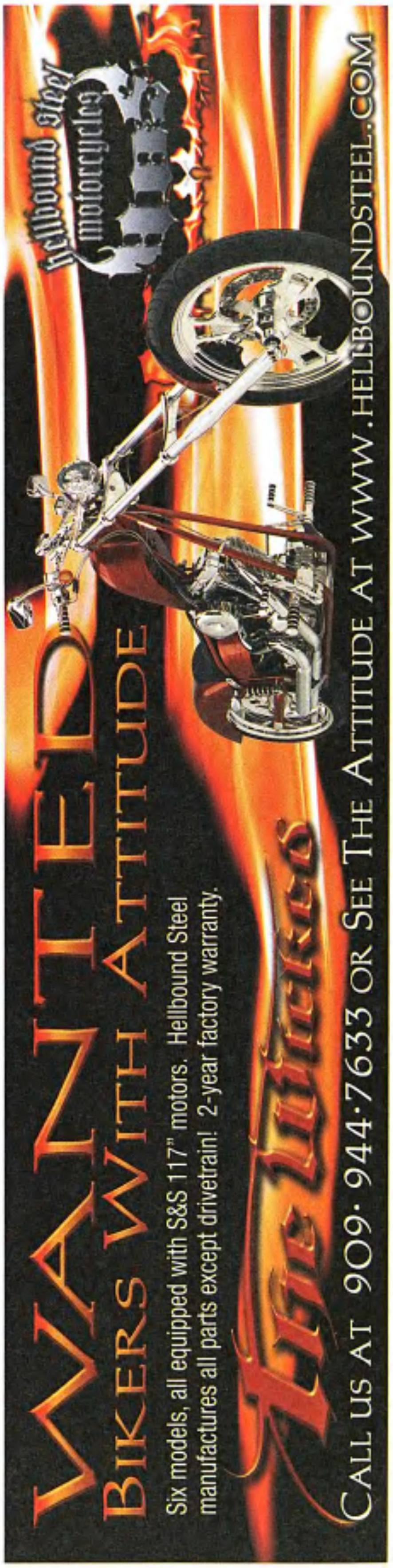
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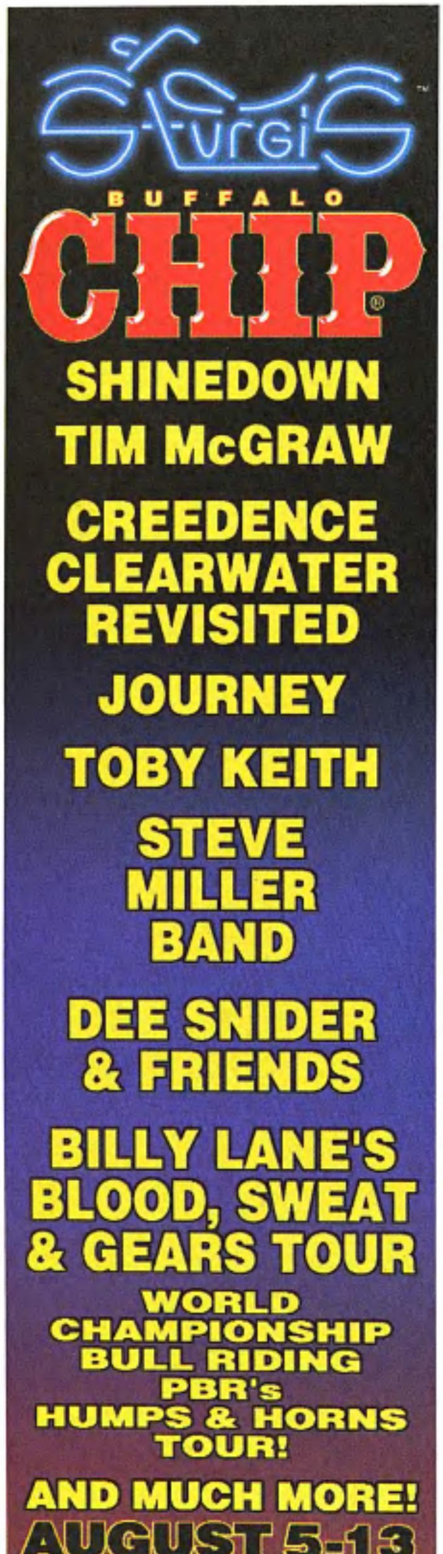
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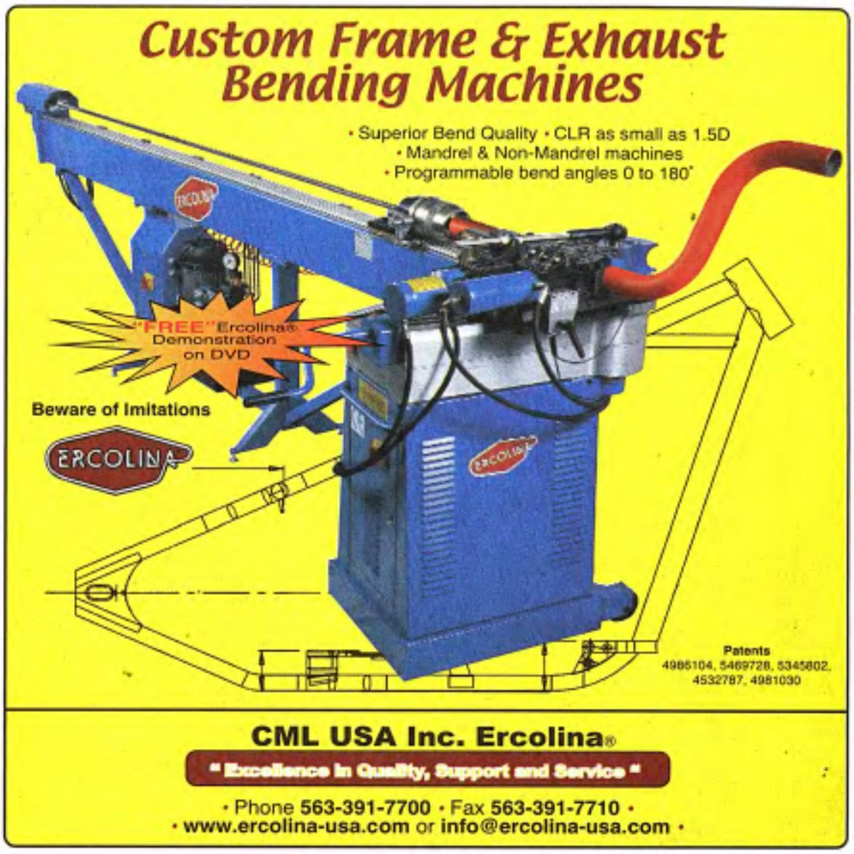
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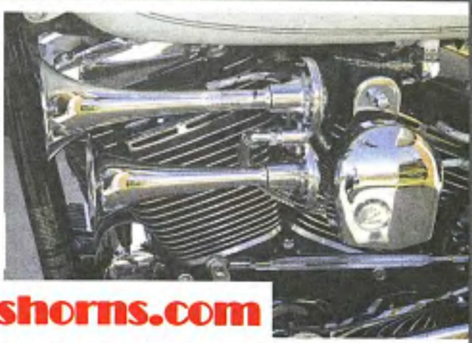

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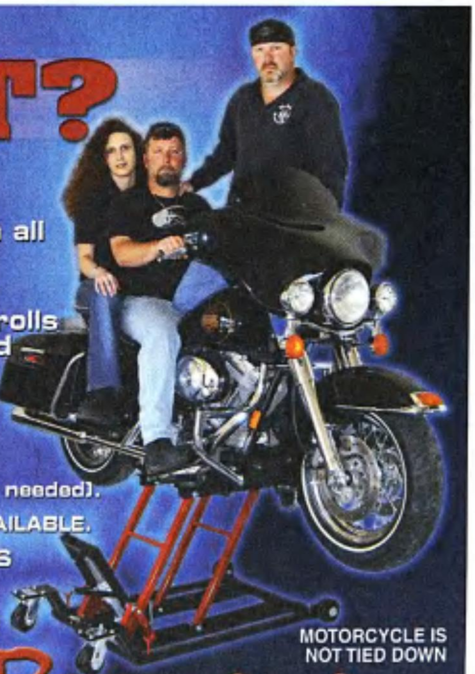

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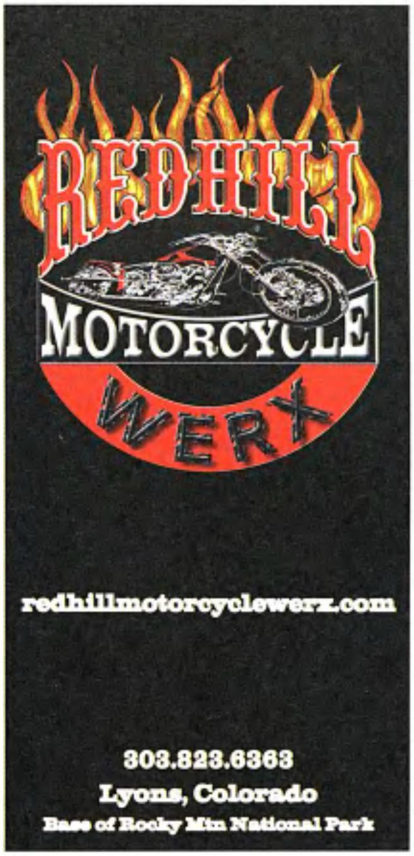
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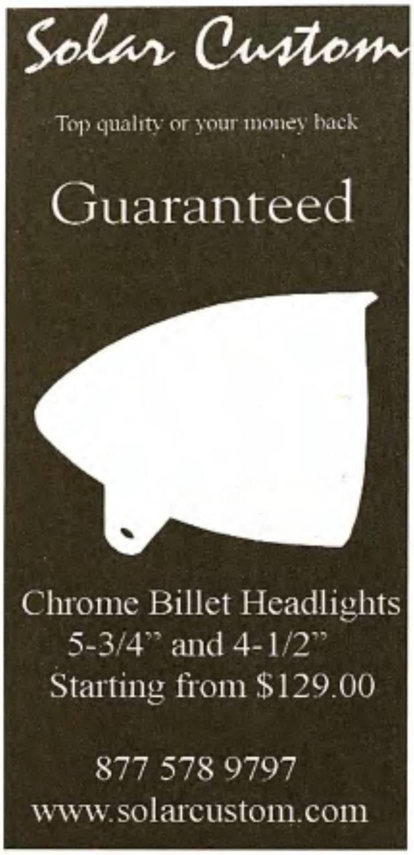

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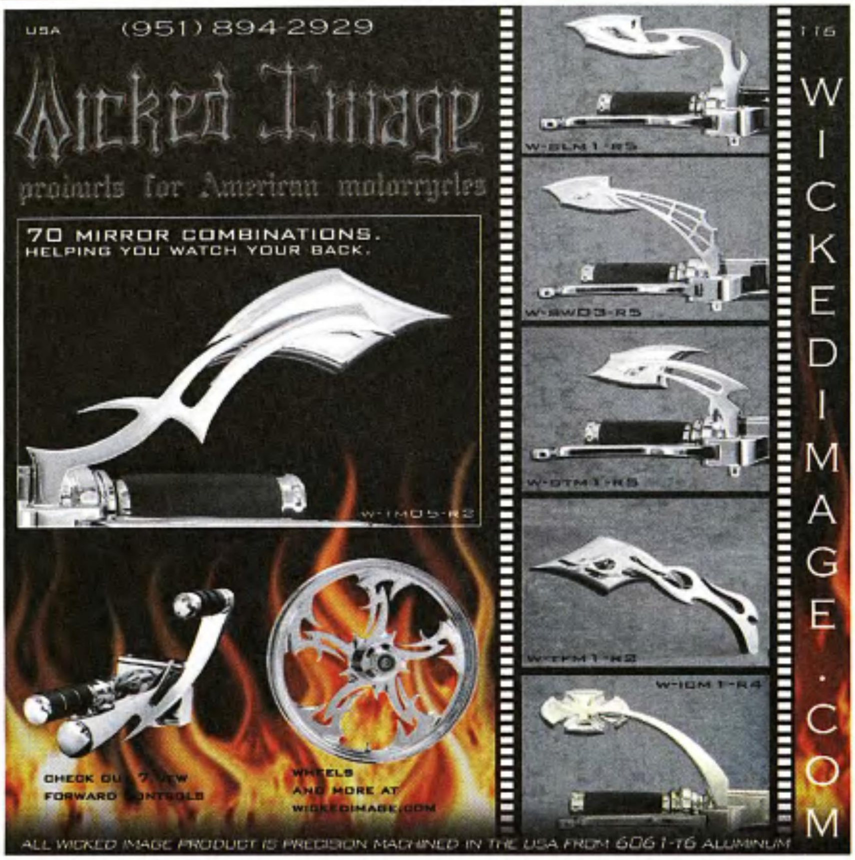

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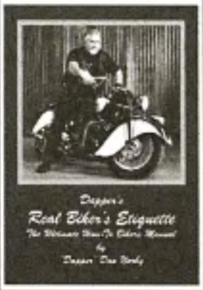

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ABOUT THE AUTHOR

"Dapper" Dan Norby has been involved in motorcycling since 1957 when he found a job at the Portland Indian Motorcycle facility. Living the life of a biker for the past 30 years, Dapper plays hard with many bikers in the Reno, Nevada and northern California area. Dapper's book is written in a very humorous biker manner about a serious subject... biker etiquette.

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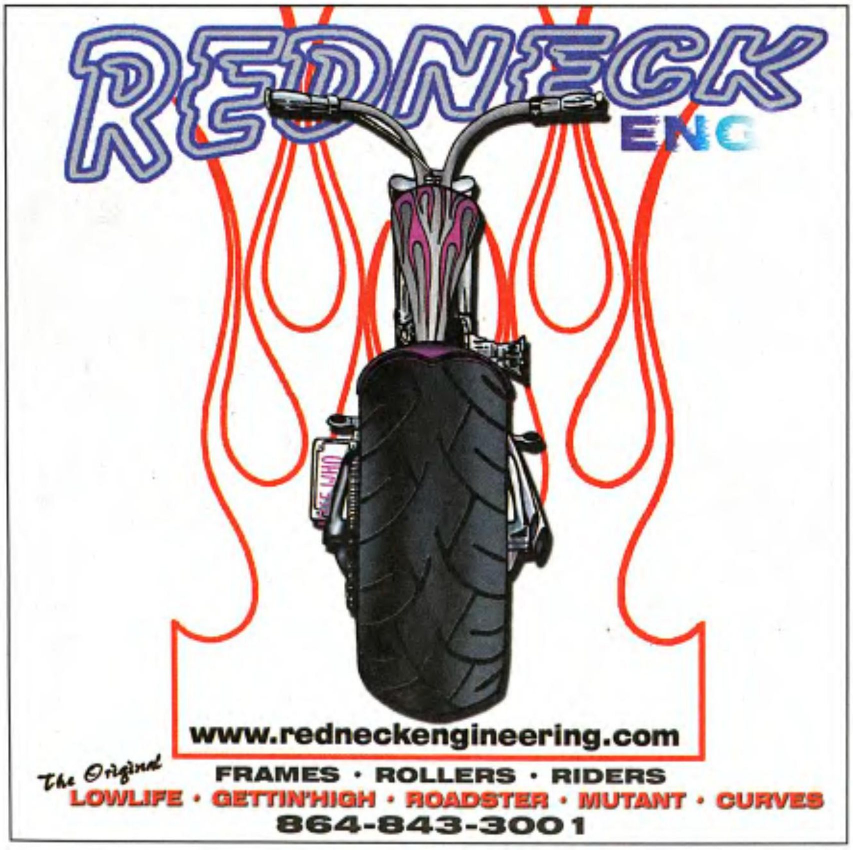

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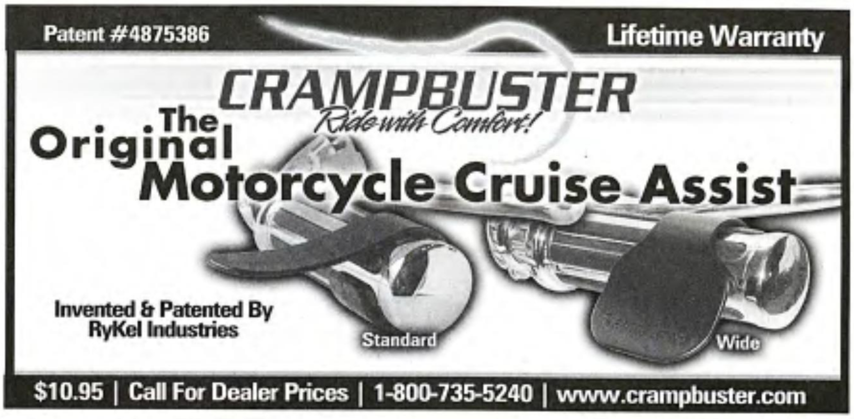

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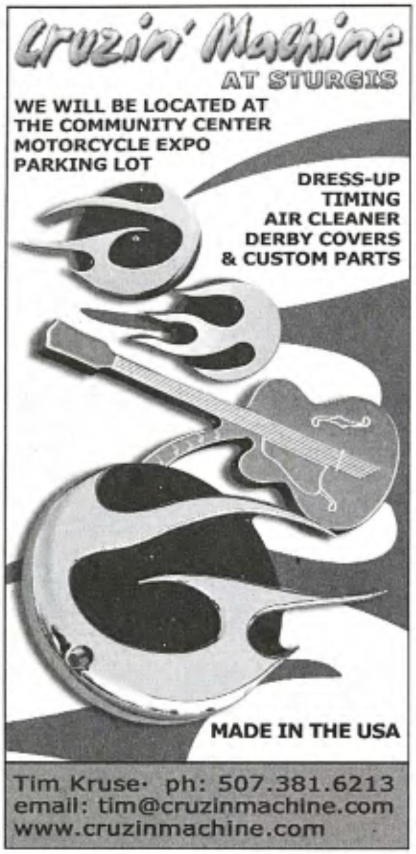

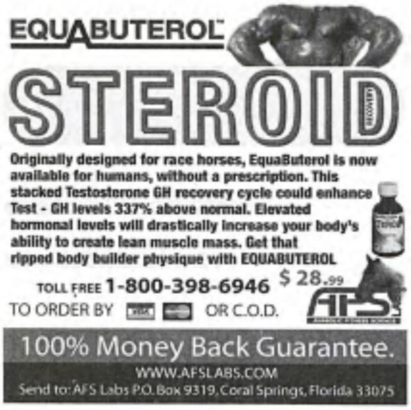

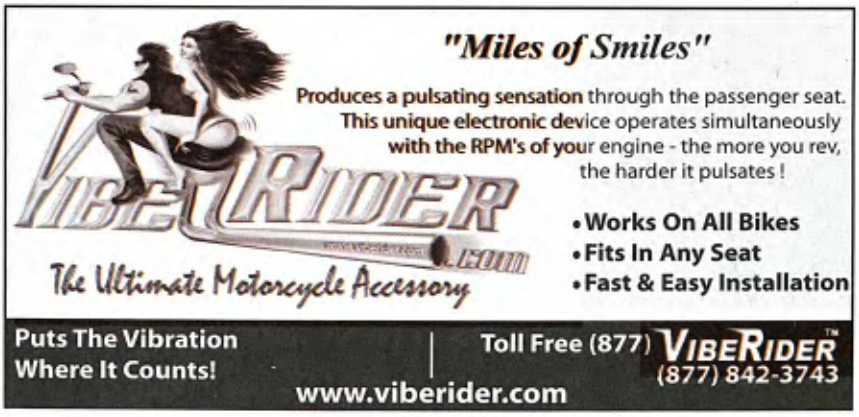

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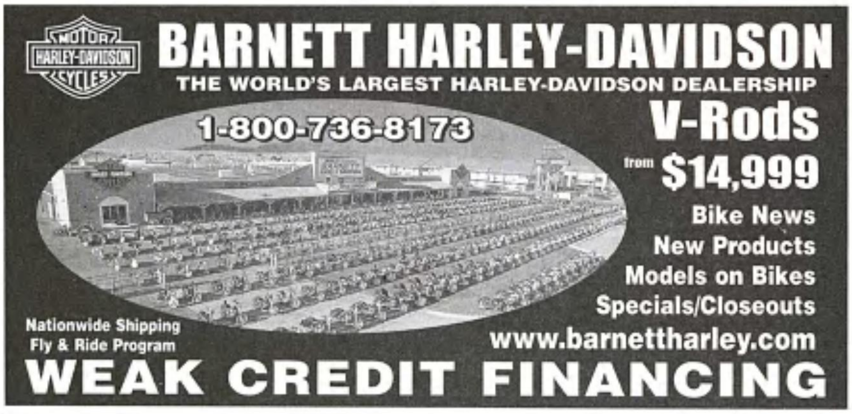

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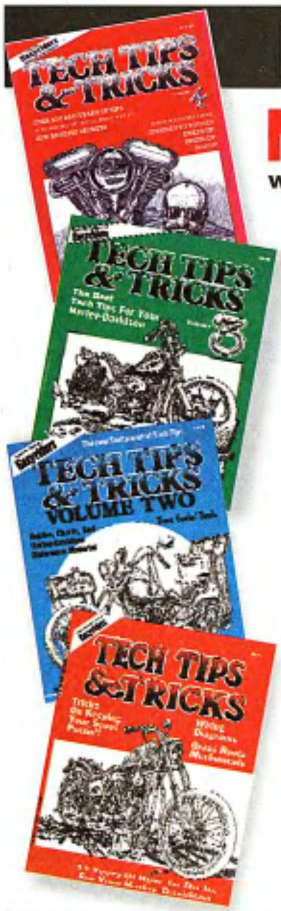

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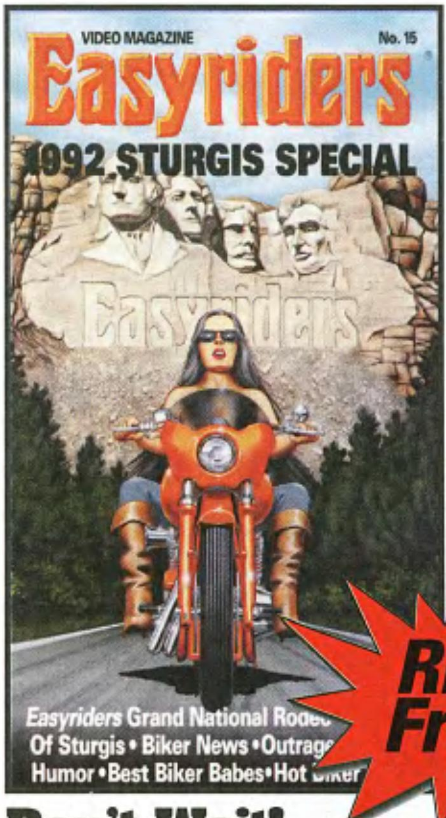

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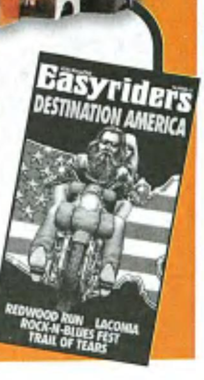

THE SMART OIL PUMP
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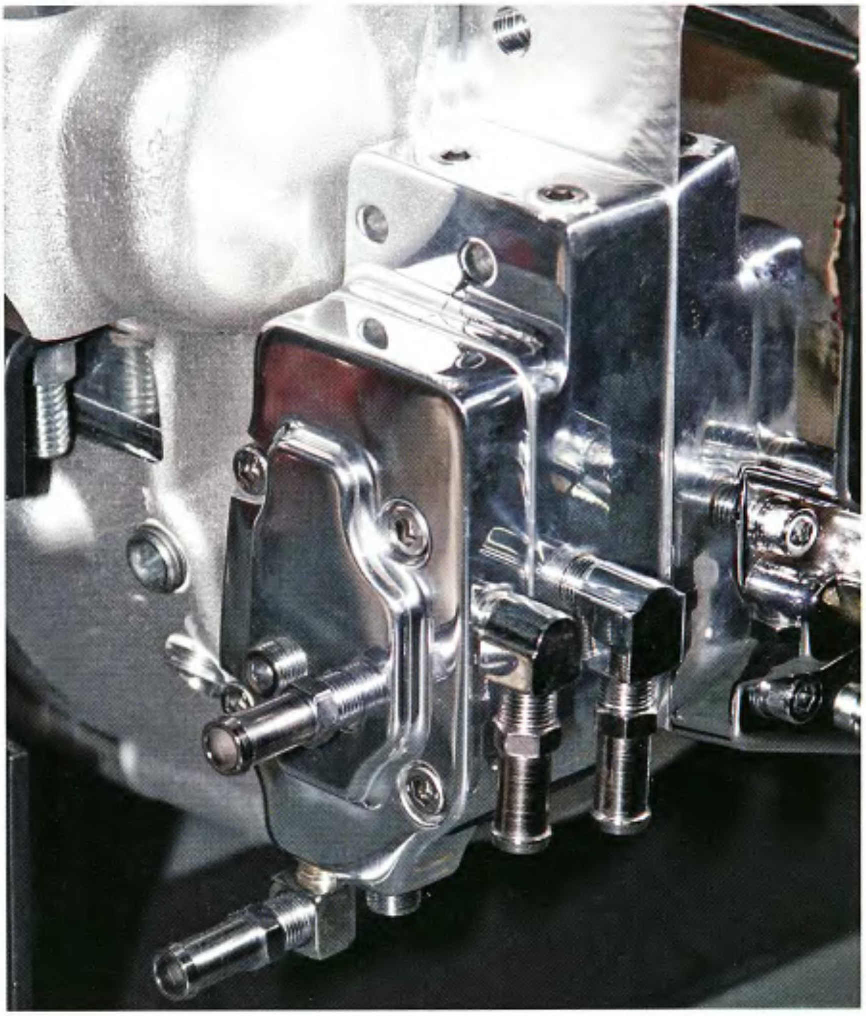

Oil pumps are like gaskets, you never think about them until they leak or otherwise malfunction. Well TP Engineering has developed an oil pump that you should give some serious thought to. Their TP Pro-Series Smart Pump does something that no other oil pump for V-twin big twins does. It filters the oil before sending it through the motor. One of the traits of the stock V-twin oiling system was that it ran the oil from the oil tank to the pump and through the motor before it went to the oil filter. This would be like taking a bath with dirty water and then cleaning it before you drained it out.

The oil filter was in the return section of the oil system. The pump sucked it out of the motor, passed it through the filter and then sent it back to the oil tank.

The TP pump has three internal valves that route the oil under high pressure through the oil filter then back to the oil pump and into the motor. Because it uses higher pressure than the normal V-twin oil filter circuit, it can use the newer dual cam oil filter, which has a finer, 10-micron, element in it. These two changes will give you cleaner oil and a longer life for your motor. TP offers two models of the Smart Pump: one for 1973 to 1991 and one for 1992 and up motors. The pumps come complete with all hardware and gaskets.

The pump body and cover are CNC-machined from billet aluminum. The internal gears and shaft are precision-machined steel. All of the fittings and gaskets are included.

Source

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This is a close-up of one of the valves that TP uses in the Smart Pump.

The gears are a very precision fit; the finer the fit, the better the pump.

The oil pump gear sets are two different lengths. The longer gears are in the scavenging side of the pump and the short gears are in the lubrication side of the pump.

The oil lines connect to the Smart Pump in a different pattern than those on a stock Evo pump. The two fittings on the side go to the filter while the two on the pump cover go to the oil tank. Because the oil pump's feed to the oil filter runs over 100-psi, high-quality oil lines must be used for this connection.

Photos: John Sullivan

VENTURA MOTORWORKS

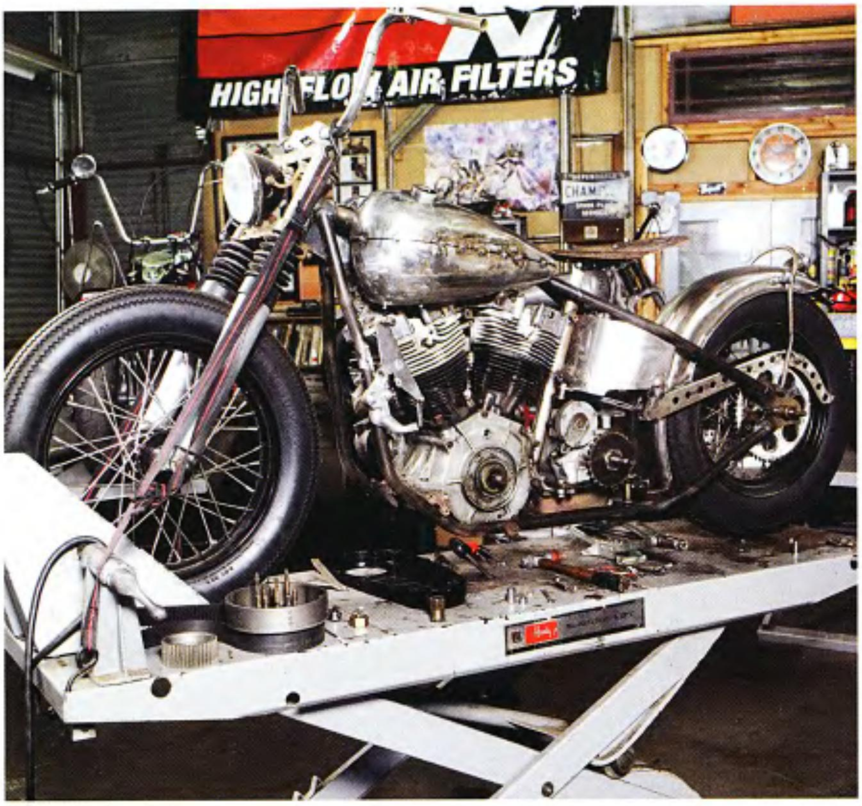
Puttin' The Bob Back In Bobber And The Chop Back In Chopper

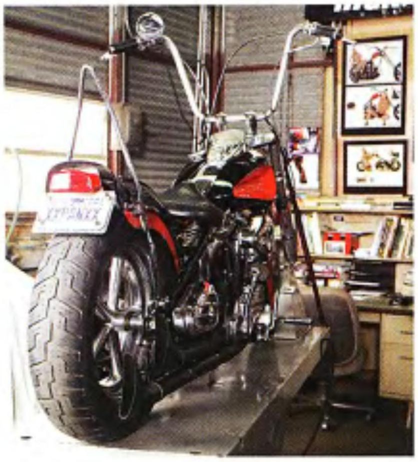
We've brought up time and time again how different bikes and bike building are today when compared to 40-odd years ago. Hell, even 10 years ago things were radically different and with current trends, there's no clear end in sight. So let's make a quick assessment of the current stock: We have umpteen companies on the market building motorcycles that are supposedly choppers when the bikes were built from custom pieces straight from the start. The meaning of the term "chopper" has changed, at least to the marketeers and all we have left now is an essence of the style, nothing more. Well, that's not quite true, because Kurt Morrow's shop, Ventura Motorworks, is keeping choppers and bobbers alive in their true form.

First off, let's examine the terms "chopper" and "bobber." According to Kurt (who is, by the way, no relation to Carl Morrow) the bobber is a rigid-framed sled no older than 1957 with a stock frame that retains the stock seating position, right up to the sprung seat post. A bobber is lightened, stripped down, maybe the rear fender is shortened and likely the front one is gone completely. It will still have floorboards and unaltered shifting. What it won't have is apehangers or a sissybar.

Why? Well, this is where the chopper takes over from its bobber forbears. The chopper is a bike that is radically altered. Frames are cut up, raked, stretched, often converted to rigid rear sections and usually bear no resemblance to their humble beginnings. Forks go long; on many old-school choppers there aren't even front brakes. I once saw a panhead rigid chopper with a drum rear brake, no front brake and the forks were made out of steel tube—there was no suspension whatsoever. Seems we've changed quite a lot, now haven't we?

This is where Kurt picks up the pieces everyone else has forgotten about and heads off in his own direction. Kurt builds what he calls "Vintage Customs,"





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motorcycles that are Harley-Davidsons (or Indians, or Triumphs, BSAs or whatever) because the frames and the engines and transmissions are original equipment. These ain't special constructions, brudda, Ventura Motorworks' bikes are the real deal, none of them newer than 1983, all with titles.

For the past seven years, Kurt has been building his Vintage Customs sticking true to the machines that have inspired him all his life. Starting with an existing title the engines are rebuilt from the flywheels on out, the transmissions are rebuilt thoroughly and every aspect of a Vintage Custom is handled in-house at the Ventura Motorworks facility with the exception of painting. On a traditional bobber or chopper, the details matter and that's why Kurt sticks to the small numbers, four, five or six per year, tops. When a bike is done, it's fully registered, absolutely rideable and unquestionably unique.

Ventura Motorworks' Vintage Custom bikes sell between $35,000 to $45,000 complete and are bikes that Kurt feels are an enduring part of any bike collection. After all, there aren't too many places you can buy a genuine hot rod bob or chop these days. While everyone's waiting for the next new trend to emerge, Ventura Motorworks may well be sitting in the catbird seat. Ventura Motorworks, 655 Olive St., Ventura, CA 93001; 805-643-7366; www.vintagecustombikes.com.

—Wordman

Photos: Rick Hustead

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Performance means different things to different folks. It might be fuel economy, it might mean passing ability and to a handful of folks out there it means having the fastest motorcycle on the planet. Right now that honor is taken…but keep trying. Some people race lawnmowers and we've even seen belt sander races, but for the purposes of this discussion, we'll keep it to V-twin engine performance.

We get a lot of press releases from manufacturers who think their product is the greatest thing since God invented tits. The truth is, they're all right, in their own way, but there isn't one solution to every rider's quest. However, it does help to have a list of the choices out there to come up with the solution that is right for you. With that in mind, peruse the next few pages for suggestions and be sure to go to the provided Web pages, addresses and phone numbers for further research.

—Kit Maira

EASYRIDERS' HOP-UP GUIDE

RevTech 95-Inch Big Bore Kits For Twin Cam 88 Models

There's no replacement for displacement. These 3 7/8-inch big-bore cylinders with forged pistons increase displacement to 95 cubic inches and raise compression to 9.38:1. It bolts to stock stud location with no machining required. It includes RevTech 3 7/8-inch cylinders with machined fin edges in black-wrinkle or natural finishes, Molycoated Wossner 3 7/8-inch bore forged slipper-skirt pistons with rings and a complete Cosmetic top-end gasket kit for 95-inch conversions. This is designed for Twin Cam 88 models from 1999 to present

Custom Chrome, 800-729-3332; or visit them online at www.customchrome.com.

Hemi Design Heads

According to the manufacturer, given comparable cam lifts and compression ratios, Hemi Design's kits will deliver more torque and more horsepower over a much wider power band than any other brand on the market. Hemi Design Twin Cam H.O. RX heads have made 149.7 rear wheel horsepower on a 103-inch Twin Cam motor with 13:1 compression, 640 cams, 48mm Mikuni running 93-octane fuel. Hemi Design kits utilize a patented piston design and a segmented head, which creates turbulence, promoting better mixing od the fuel and air. This results in better combustion, more horsepower, improved fuel economy and a cleaner, cooler-running engine. Available for big twins, Sportster, Evo, Buell and Twin Cam models.

Hemi Design, 3147 South Austin Blvd., Cicero, IL 60804 708-652-5450; www.hemidesign.com.

Ultima Balanced Crankshafts

Tired of shaking your teeth on a 100-mile ride? Replace your old crankshaft with an Ultima professionally balanced crankshaft. Lightweight racing connecting rods and an exclusive balancing system makes these an exceptional value. This is the core of your engine and can make or break your ride quality. These crankshafts use Jims Machining shafts and pins and late-style bearings. This part is made for 80-, 96-, 100- or 113-cubic-inch V-twin engines. Pricing for these items start at $549.95, so don't miss out while the weather is still warm.

Jireh Cycles, 10 Main St. Festus, MO 63028; 877-681-0448; www.jirehcycles.com.

Hyperformance Hyperpacks

Randy Torgeson aka: "the King of Cubes," was building big twins three decades ago as an apprentice with Doc Dytch and later, Shorty Axtell, the legendary pioneers in big bore cylinder technology. Randy put all this experience in high gear when he opened Hyperformance in 1983, specializing in cylinder head restoration and racing cylinder head modifications. New to Hyperformance are three different stage Hyperpacks for the most popular Harley models, including: Evo, XL, FL and Twin Cam. They are offered with the latest state-of-the-art cross-sectional flow analysis head modifications for stock heads. Randy also offers new R&R Cycle cast and billet heads.

Hyperformance, 5152A East University Ave., Pleasant Hill, IA 50327; 515-266-6381; or online at www.kingofcubes.com.

Really Big Air Flow From Mikuni

Here's a real racing carburetor for American big twin monster motors. Mikuni's new HSR48 flat slide smoothbore carburetor offers the highest airflow possible while providing highly accurate fuel metering, more power and Mikuni's renowned precision throttle response. A new extended main jet and larger fuel valve assure ample fuel supply for very powerful engines.

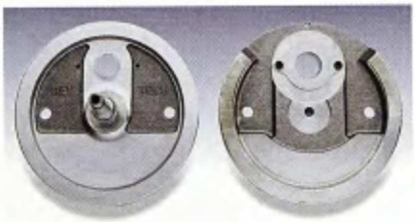
The HSR48 offers all the same features as the popular Mikuni HSR42 and HSR45 carburetors for Harley-Davidson twins. All HSR carburetors are designed with an 8-roller bearing flat throttle slide assembly that allows an unobstructed venturi at full throttle to flow more air, while it responds more precisely at all throttle settings. Mikuni's roller bearing throttle slide offers smoother throttle control and allows the use of a lighter throttle return spring for reduced throttle effort. And, the Mikuni adjustable accelerator pump provides instant throttle response in any riding or performance application. A high-capacity float bowl prevents fuel starvation even under full throttle applications. The new HSR48 comes complete with rubber mounting flange, choke cable, remote idle adjuster and additional jetting.

Mikuni American Corporation, 8910 Mikuni Avenue, Northridge, CA 91324; or visit them online at www.Mikuni.com.

Thundervolt Spark Plug Wires

No more fouled plugs. Sumax high-performance wires ignite the unspent gases that foul your plugs, resulting in a 2-plus horsepower increase shown on a Twin Cam motor, easier starting, a smoother and stronger running engine, plus better gas mileage. These fat 10.4mm wires are technically superior due to their low 50-ohms-per-foot resistance. Dielectric strength is rated at 102,000 volts. A tightly woven heat-treated fiberglass braid coupled with three layers of Zimplex silicone high-tech insulation yields 600 degrees F. heat protection. Wires feature black with gold lettering and black Pro plug boots. Thundervolt wires can be used on carburetor or fuel injected bikes. Extensive tests show no computer errors on factory bikes. Priced at $49.95 you are talking cheap horsepower. Distributed by: Drag Specialties, Midwest M.C., MID USA, Tedd Cycle, Biker's Choice, TEC, Zodiac and Küryakyn.

Sumax, 122 Clear Road, Oriskany, NY 13424; 315-768-1058, 800-654-5546; www.sumax.com.



RevTech Forged Flywheels

RevTech is now offering fully forged wheels and shafts from for strength and durability. Wheels are designed with early-style pinion for big twin models from 1970 thru 1989. They require early-style pinion gears. Sold in sets, they are available in 4.25-inch and 4.375 stroke.

CCI Dealer Locator 800-729-3332 or online at www.customchrome.com.

Kendall Johnson Signature Collection Accessories

Tribal Motorworks is releasing its new and unique Kendall Johnson Signature collection of billet accessories. Each item in the Kendall Johnson Signature collection is designed by the Tribal team under Kendall's direction and released in limited production. First in the series is the Kendall Johnson Signature velocity stack, which fits S&S Super D, E and G carburetors. More Signature collection items, including motor mounts and cable clamps are coming soon.

Tribal Motorworks, 2440 Aero Park Drive, Traverse City, MI 49686; 231-932-5454; or online at www.tribalmotorworks.com.

Dynatek F.I. Controller

The new Dyna Fuel Injection Controller is a plug-in module that offers three user-selectable base fuel curves that are designed to improve engine operation and can be modified to suit a wide variety of modifications. These adjustments are made via three potentiometers that adjust the fuel curve in the proper ranges for the application. Fuel mixture can be enriched or leaned as required. The Dyna FI Controller uses the factory connectors for easy installation and there is no PC required for tuning or adjusting the fuel curves. There are also no modifications to the stock ECU and removing the Dyna FI controller returns the vehicle to the factory configuration.

Dynatek, 164 S. Valencia St., Glendora, CA 91741; 800-928-3692; www.dynaonline.com.

Teardrop Power Pacc, Performance You Can Feel

Doherty Machine has just released a new version of their popular Power Pacc air cleaner kit that is designed specifically for use with the timeless Teardrop cover. Tested and proven to provide usable increases in overall performance, the Power Pacc air cleaner kit is a simple bolt-on conversion assembly that produces significant power gains you can actually feel. Each kit comes complete with a specially designed washable K&N filter and premium mounting hardware. Available for '84 and later Evolution and Twin Cam 88 machines with Keihin CV, Mikuni, and S&S E and G carburetors as well as current Delphi fuel injection, the Power Pacc Teardrop air cleaner kit is designed to work with S&S and S&S clone Teardrop covers. This latest Power Pacc conversion retails for $219.95. Or, you can realize the full benefit of Doherty's "Power Products System" by purchasing the complete package including the air cleaner conversion kit and a pair of Doherty's Power Vents for $299.95.

Doherty Machine, 1030 Sandretto Dr., Prescott, AZ 86305; 800-956-9409; or online at www.dohertymachine.com.

JIMS New Twin Cam Stroker Kits

Since the release of the JIMS Twin Cam stroker kits back in 2001, JIMS has been sharpening the Twin Cam stroker product line to a fine point, and this time they truly outdid them selves. JIMS new cylinders now have the look and feel of a stock cylinder with enhancements such as a larger fin pack (increased cooling surface area), improved liner to casting adhesion and an optimized cylinder profile designed to resist cylinder distortion. The JIMS Twin Cam stroker pistons now feature a healthier skirt design and advanced ring-sealing technology. Together, JIMS cylinders and pistons complement the already robust JIMS forged flywheel assembly for an unbeatable performance upgrade.

JIMS, 555 Dawson Drive, Camarillo, CA 93012; 805-482-6913; www.jimsusa.com.

Cobra Fi2000R Tripot Plug-In Fuel Processor

Cobra has improved their time-tested Fi2000 fuel processor by adding leads that snap directly into a bike's injector bodies. Cobra says the processor allows a full range of fuel adjustment across all rpm ranges, smoothing out the power band and improving throttle response. Cobra says, "Say goodbye to air/fuel mixture problems and backfiring on deceleration with the Fi2000R on your bike." Installation of the system is simple: Clip it into the fuel injection and go. Cobra says the kit doesn't require fuel map adjustments or computer downloads. The Fi2000R is designed to work with '95-'05 FLHT, FLHR and FLTR models and retails for $239.95.

Drag Specialties, P.O. Box 5222, Janesville, WI 53547-5222; www.dragspecialties.com.

Chromed, Bored And Boosted Carbs From MC Advantages

MC Advantages is proud to announce the availability of a modified, Power-Boosted Chrome carburetor. This chromed S&S Super G Carburetor has three available formations. The first is a premium quality chrome finish for mildly modified engines less than 100 cubic inches. The second option is a chromed and boosted Super G. The final option is a chromed, bored and boosted Super G for 100-cubic-inch engines and larger applications. The boosted carbs feature a custom booster for improved throttle response and fuel economy. This Power Booster is available as a separate kit from MC Advantages. It can add new life and razor-sharp throttle response to any carb by more effectively atomizing the fuel mixture.

MC Advantages, 10440 NW 54th Ave., Grimes, IA 50111; 800-726-9620; or visit them online at www.mcadvantages.com.

Edelbrock's Power Package For Harley Twin Cams With EFI

Edelbrock's Performer RPM Power Package for Twin Cam EFI motors is assembled around the concept that great performance is achieved when an engine's components are designed to work together. Edelbrock's engineering and R&D teams have developed the Power Package to help riders get more from their Harley-Davidsons. The Performer RPM Power Packages include Edelbrock cylinder heads, Edelbrock Performer RPM camshafts, an adjustable pushrod set, a complete gasket set, and Edelbrock/JE pistons. For Twin Cam EFI, the Performer RPM Power Package also comes with a CD-ROM that has application-specific information to provide the most accurate calibrations possible and is compatible with the Screamin' Eagle EFI Race Tuner Kit. The CD-ROM also includes calibration information for a variety of aftermarket pipes. The Twin Cam EFI Power Package also includes a high-velocity air filter compatible with the Screamin' Eagle air filter assembly. Power Packages for Harley-Davidson Twin Cam EFI are available in natural finish black or polished.

Edelbrock, 2700 California St. Torrance, CA 90503; 800-386-8326; www.edelbrock.com.

Get On A Big Power Trip

LifeStyle Cycles/Performance Techniques have developed a line of performance packages specifically designed for Twin Cam, Evo and S&S V-twin motors that take the guesswork out of

pumping up your motor. Provide them with your particular riding style and LifeStyle Cycles/Performance Techniques will provide you with a custom-tailored Performance Package. There are three packages for Evo and Twin Cam and also one for S&S motors. Send in your heads and barrels and performance guru Larry Hardy will work his magic on them, or if you can't wait, buy their new pre-worked heads and barrels outright. The company can also send them out to be fully polished, powdercoated or painted and have the fins diamond cut for you. Tell them your dreams and LifeStyle Cycles/Performance Techniques will help turn it into a reality.

LifeStyle Cycles/Performance Techniques, 1534 N. State College, Anaheim, CA 92806; 714-490-0155; www.lifestylecycle.com.

NOS Dual Bottle Show System For Harleys

NOS is announcing the availability of their Dual Bottle show kit for Harley-Davidson and all twin cylinder customs. NOS kits are completely tunable by simply changing jets and can add between 30-40% more horsepower and torque per cylinder with a simple push of a button. The fogger system utilizes two stainless steel Soft Plume Fogger nozzles allowing for the finest atomization of fuel and nitrous available from any fogger design. The fogger system's direct port design eliminates the washed-down manifolds and inconsistent horsepower problems associated with some other plate systems, plus you get the added benefit of individual cylinder tuning with simple jet changes. The kit can be installed in an afternoon, without custom fabrication, using typical hand tools and comes complete with everything.

Nitrous Oxide Systems, 189 West Victoria St., Long Beach, CA 90805; 714-546-0592; 800-HOLLEY-1; www.nosnitrous.com.

Screamin' Eagle Pro Twin Cam Ported HTCC Heads

Big heads for serious performance engine builders. These are the highest flowing heads available from Screamin' Eagle. The ports are CNC-machined for a perfect match between cylinders. They feature 2-inch intake and

1.623-inch exhaust valves; springs are clearanced for 0.600-inch lift cams. The matching "HTCC" forged 95-inch big bore pistons take advantage of the unique features of the HTCC heads' combustion chambers for maximum flow while maintaining 10.2:1 compression ratio. See your local Harley dealer for a copy of the Screamin' Eagle Pro Racing Parts catalog.

Harley-Davidson, 3700 W. Juneau Ave., Milwaukee, WI 53208; 800-443-2153; or online at www.harley-davidson.com.

Powermaster Cranks Harleys

Powermaster Motorsports has released their high-torque starters for Harley-Davidson motorcycles. Using technology pioneered by many well-known racers to crank their 18:1 compression motors, Powermaster's starter fits '89-up big twins, and '81-up Sportsters, due to a unique jack shaft bolt included with all starters ('94-up uses the OE bolt). Riders who needed more torque to start their large-cubic-inch motors were given 40% more torque than the OE starter. No hot start problems, a 24kt gold plated battery stud for better electrical connectivity and corrosion resistance, a side-mounted solenoid connection for installation ease, and a choice of triple-plated show-chrome or a black heat-dispersant coating are among the benefits.

Powermaster Motorsports, 7501 Strawberry Plains Pike, Knoxville, TN 37924; 865-688-5953; www.powermastermotorsports.com.

RC Components Air Forced One Turbo

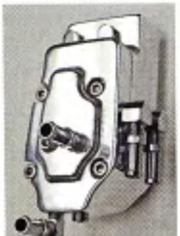
The Air Forced One turbo kit from RC Components packs a lot of punch. This system provides a 50-100% increase in reliable horsepower and torque without needing big cams or high compression. Kits come complete with fuel lines and fittings, boost gauge, oil lines and fittings, S&S Super G Carb, turbo, air filter, coated header pipe specifically for turbo, and chrome exhaust with a chrome heat shield.

RC Components, 373 Mitch McConnell Way, Bowling Green, KY 42101; 270-842-6000; or online at www.rccomponents.com.

Sputhe Extra-Big Bore Cylinders

Sputhe is now introducing the biggest Evolution cylinders made. With 3.875-inch bores, they allow 109 cubic inches using a 4 5/8-inch stroke. They include JE forged pistons, with tool steel piston pins, Speed Pro rings copper O-ring head gaskets and stainless steel mesh reinforced base gaskets. These are the same cylinders used on Sputhe's record-setting Bonneville racer. Installation requires crankcase boring, but the stock cylinder stud spacing is retained, so no modifications are required for the heads. The cylinders are stock height, so everything will fit correctly.

Sputhe Engineering, 11185 Lime Kiln Rd., Grass Valley, CA 95949-9715; 503-268-0887; or online at www.sputhe.com.



TP Engineering Pro-Series Smart Pump

TP Engineering recently introduced its Pro-Series Smart Pump which sends motor oil to the motorcycle's oil filter to be cleaned before it enters the engine, rather than filtering the oil after it leaves it, as other pumps do. And for the first time, dual cam engine owners may now use 10-micron oil filters on their bikes for superior filtration. The Pro-Series Smart Pump utilizes the same patented 3-valve technology used in other Pro-Series oil pumps to ensure constant delivery of oil to the crankshaft, even at idle. The Pro-Series Smart Pump is available for all V-twin engines as well as 1973-1983 Harley-Davidson shovelhead applications.

TP Engineering, 5 Francis J. Clarke Cr., Bethel, CT 06801; 203-744-4960;www.tpengineering.com.

FLO Headworks

FLO Headworks CNC and Super Port Flow cylinder heads for Harley-Davidson Twin Cams feature their patented "Tooled Finish" intake ports, which they say effectively double the atomization factor. They had a fairly high ratio of 90% to 92% at 0.500 inches lift while stock tested at 77% at 0.500 inches lift. Their flow bench techniques have enabled them to improve the low lift flow of both the intake and exhaust ports arriving at exhaust to intake ratio of 90.8% at 0.500 inches lift. High lift flow at 0.500 inches lift has been increased in the intake port by 22% and in the exhaust port by 42%. The valve diameter has been increased from 1.574 inches on the exhaust to 1.687 and from 1.841 inches on intake to 1.937. Valve stem clearance is fit to 0.001 inches on the intake and 0.002 on the exhaust. A flow chart is available from FLO Headworks Customer Service.

FLO Headworks, 1150 Pike Lane #2, Oceano, CA 93445; 805-481-6300; www.harleyheads.com.

Team Matrix High-Flow Top End Kit

Team Matrix's fully polished, billet aluminum High-Flow Top End kit for TC 95 and 103 machines are precision machined from 6061-T651 aircraft-grade aluminum; cylinders and barrels feature perfectly matched hex patterns that are worthy of any show-quality machine. Cylinder heads are fit with 2-inch stainless intake and 1.625-inch exhaust valves feeding computer enhanced, high-flow port designs. Cylinders and pistons are machined as individual sets then hand-fit and inspected to the most exacting tolerances. Additionally, the cutting-edge cylinders and barrel combos are EFI and carburetor compatible and accept all factory Screamin' Eagle performance bolt-on accessories.

Matrix Frames & Performance USA, 560 Industrial Way, Unit C, Fallbrook, CA 92028; 760-728-4096; www.matrixframesusa.com.

Firstryke Compression Release

Unlike other compression releases, Spyke's revolutionary Firstryke bolt-on compression release boasts a simple installation process and requires no machining to install. It fits 14mm Evo big twins as well as short-reach shovelheads with an adapter. Constructed of polished high-grade aluminum, the Firstryke has proven to extend starter, battery and charging system life. It is also an immediate help for hard-to-start bikes, especially kickstarters. The Firstryke features new state-of-the-art Autolite HT Revolution spark plugs that have been proven to provide a boost in horsepower. The HT Revolution was perfected after 10 years in development to provide ignition unlike any other spark plug. They produce a new, innovative type of spark inside the cylinder head that not only burns fuel more completely, it also lowers emissions and increases usable power. Each package of Firstrykes contains two compression releases with the spark plugs pre-installed.

Spyke Inc., 11258 Regentview Ave., Downey, CA 90241; 562-869-9333; www.spykeinc.com.

JE Pistons Twin Cam Flat Top Pistons

New from JE Pistons are Twin Cam Flat Top Pistons. These 9.3:1 pistons are forged from aerospace-quality 2618 aluminum and designed to work with Branch, STD, Edelbrock, and Patrick Racing cylinder heads. With 50 years experience serving the Pros, JE Pistons is the world's leader in high-performance forged pistons for automotive, marine and motorcycle applications.

JE Pistons, 15312 Connector Lane, Huntington Beach, CA 92649; 714-894-6650; or visit them online at www.jepistons.com.

New Screamin' Eagle Pro 103+ Cylinder Heads

Extract more performance from Harley-Davidson Twin Cam engines displacing more than 103 cubic inches with these new Screamin' Eagle Pro 103+ cylinder heads. The combustion chamber shape provides clean and consistent burn for large-displacement engines. Larger 2.080-inch-diameter intake valves and 1.623-inch-diameter exhaust valves, plus resized and reshaped ports, better handle the airflow of a 103-cubic-inch displacement engine. When combined with Screamin' Eagle Pro 103+ Stroker Pistons, these heads produce a 10.5:1 compression ratio. The valve springs can accommodate cams with

0.650-inch lift and up to 7,000 rpm. Screamin' Eagle Pro 103+ Cylinder Heads fit 1999-later Twin Cam engine models with big-bore cylinders and a stroker flywheel assembly. EFI engines will require ECM recalibration using the EFI Race Tuner Kit. For race application only.

Harley-Davidson, 3700 W. Juneau Ave., Milwaukee, WI 53208; 800-443-2153; or online at www.harley-davidson.com.

R&R Billet Crankcase

R&R crankcases are made from 6061-T6 double wrought billet. They feature a Timken bearing on both sides of the crank along with a Fafnir aircraft-quality ball bearing on the pinion side. This ensures rock-solid crank stability. Crankcases are available in either 3/8-inch or 1/2-inch offsets, and 1 1/8-inch deck height. They can be ordered for any custom bore and bolt pattern or they can be ordered for stock R&R cylinders.

R&R Cycles Inc., 8024 So. Willow St., Manchester, NH 03103; 603-645-1488; or online at www.rrcycles.biz

Spyke Acculight Ignition System

Spyke's Fully Programmable (FP) Acculight Ignition System (AIS) uses optical sensors for extreme spark stability and produces up to three sparks per compression stroke that are precisely and individually timed by custom programming, they say. Coil saturation can be set to different values at different rpm. Spyke has built in an adjustable rev limiter that can be different for all curves. It also features two separate rpm-activated switches with variable on/off rpm settings that can have different values for all sensor

states for use with nitrous or auto-shifting. By utilizing these new technologies, the FP module allows each engine to be precisely tuned for maximum horsepower, torque, combustion and fuel efficiency. AIS is easily programmed by an authorized dealer utilizing a PC, AIS Software and a Program Link Package. It is preset with four fully changeable advance curves. The AIS also has a tachometer output for almost any tach including automotive tachs. It features automatic coil shutoff and a precision stainless steel rotor for strength and reliability. The AIS Stand Alone (SA) model has many of the same features as the FP, with four preset curves and no brainbox for simplified installation.

Spyke Inc., 11258 Regentview Ave., Downey, CA 90241; 562-869-9333; www.spykeinc.com.

Pistons For 95-Inch Twin Cam Motors

New from Ross Racing Pistons are forged high-performance pistons for big bore 1999 and later Harley-Davidson Twin Cam powered motorcycles. The available bore sizes are 3.875-inch (standard), plus-0.005 and plus-0.010 oversize. The pistons are available with a flat-top crown configuration for a 9.3:1 compression ratio or a pop-up crown for 10.5:1 compression. The pistons fit stock, Screamin' Eagle, STD, Patrick Racing, Branch and BC Gerolamy cylinder heads. These fully machined pistons are forged from high-tensile-strength virgin aluminum. The alloy used assures low thermal expansion for correct dimensional stability. For added reliability under high-stress conditions, the pistons feature wrist pin lubrication from the oil ring groove. The included wrist pins are made from gun-drilled steel. The piston kit also includes a set of genuine Hastings moly-piston rings and precision pin locks.

Ross Racing Pistons, 625 So. Douglas, El Segundo, CA. 90245; 760-366-7879; or online at www.rosspistons.com.

TCFI Gen II Fuel Injection Controller

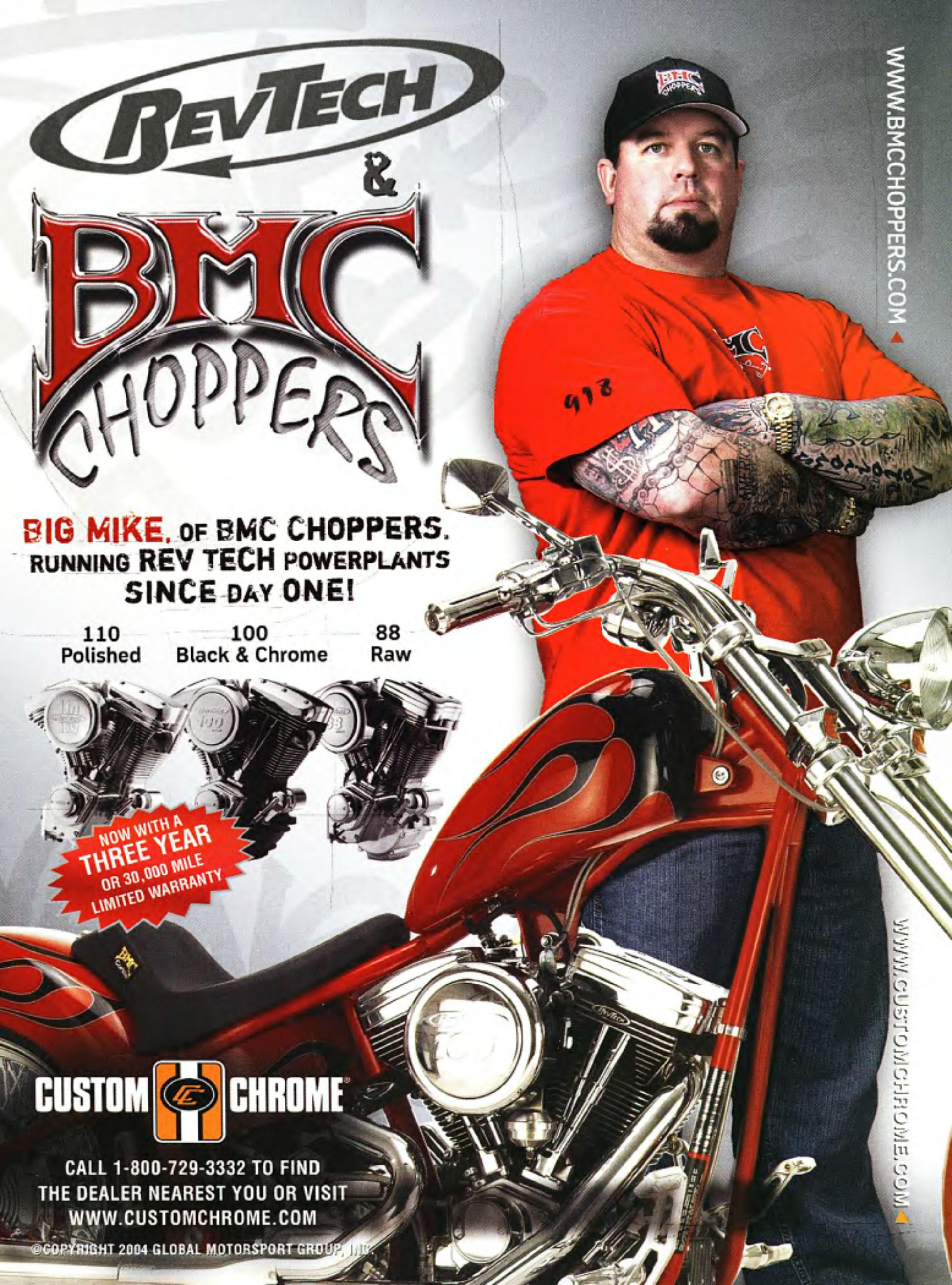
The TCFI was designed to solve tuning problems with highly modified engines. The manufacturer says competitive products that interface to the Delphi controller still rely on speed-density fuel control; long duration/high overlap camshafts wreak havoc with manifold pressure, especially at idle and cruise rpm and speed-density-based fuel-control simply can't cope. High-end automotive racing systems use alpha-N (throttle position and rpm-based) fuel control, which eliminates any dependence on manifold pressure and is unaffected by long-duration/high-overlap camshafts. The TCFI brings this technology to the H-D marketplace. There is lots of information on their Web site about the benefits of their system, and comparisons with their competitor's products.

Daytona Twin Tec LLC, 933 Beville Road, Suite 101-H, S. Daytona, FL 32119; 386-304-0700; or online at www.daytona-twintec.com.

S&S Stainless Performance Oval Touring Exhaust

If you want to go fast, but you don't want all the noise, the new S&S Stainless Performance Oval (SPO) touring-style mufflers may be just what you are looking for. With a pleasing low rumble, reminiscent of the big-block muscle cars of the late 1960s, the new S&S SPO mufflers are easy on the ears while they add some extra muscle to your bike. In addition, the reasonable exhaust volume and the dual wall polished stainless steel construction allow you to listen to the blues on your stereo as you cruise down the highway without worrying about your exhaust system turning blue while you do it. With the distinctive oval design and the polished stainless finish, S&S SPO mufflers look great, but the most gratifying part is when the extra power takes you around that semi quickly and safely with just a twist of the throttle.

S&S Cycle Inc., 14025 County Hwy. G, Viola, WI 54664; 608-627-2080; www.sscycle.com.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ReadersRides

John Power
Camarillo, California
2001 Special Construction

"If you start with a frame, that's a lot of work," John says. "If you start with a genuine Harley and want to make it your own custom bike, that's not nearly the work. But is you start with a frame and you want to make it into something ride-able that looks nice...that's hard."

Consequently, John did it the hard way. Having heard positive things about the rubber-tail frame with a monoshock underneath the seat, John grabbed one along with some knowledgeable builders and proceeded to realize his vision. Mike Stafford of MGS Custom Bikes, he says, did most of the work, fabbing the sheet metal and designing his pipes, for instance. The stock motor was taken to Dave Mackie Engineering for a Mega-Sphere treatment, giving the beefed-up mill 100-plus horses and 100 or more foot-pounds of torque at the rear tire.

"I wanted to pick the best of everything," John says, "like the pullback handlebars with the internal throttle and cables, or the LED gauges and the reset underneath the tank with the tattletale button for the tach and the mileage."

There's also an adjustable air suspension with monoshock, a Paul Yaffe oil tank, and much more than we could possibly print on this page. Let's suffice it to say that, according to John, he's won numerous shows with the bike, which has also been in a calendar and was chosen Bike of the Year at an event in Saugus, California.

Seems like taking the hard way has paid off handsomely, at least for John.

—*Tripper*

Photos: Owner

ReadersRides

Paul Garcia
Spring Valley, California
2003 Custom Chopper

After riding his trusty and oh-so-mellow '01 Road King for a while, Paul thought it was time to get radical. So he went to see a fellow named Cosmo at Underground Custom Cycles in El Cajon, California, who proceeded to knit Paul a cool little chopper. Well, a big chopper, actually.

Framed by Xtreme, with 10 inches in the downtube and 3 inches in the rear, the bike consists mainly of a monstrous 118-inch TP Engineering motor hooked up to a 45mm Mikuni carb and breathing though a set of Martin Brothers pipes. The front end is 24 inches over, so you know the rake had to be radical, as well, which it is at 52 degrees.

The wheels are from RC Components, according to Paul, who adds that the bike "handles like a dream. It's obviously not something you wanna take on a long ride, but even in the mountains, there's no problem with the handling at all."

A great ride also has to have some awesome colors and Paul got his from Rock & Roll Custom Paintworks in Los Angeles. And since it's not just meant to blow away the competition at local bike shows (such as last year's Easyriders Bike Show in San Diego, taking second place), it's also got an extra-comfortable seat from Bitchin' Rich. "Yeah, I ride it every weekend, definitely," says Paul, who works in the real estate department of the Port of San Diego.

I guess the reason he doesn't ride it to work is 'cause he's afraid they might de-port it?...

—Tripper

Photos: Owner

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ReadersRides

Garrett Hiney
Armstrong, Iowa
2004 Hardtail Chopper

Photos: Owner

"How many 22-year-olds do you know that built and paid for a bike of this measure themselves?" Garrett asks, presumably rhetorically. He is, of course, speaking of himself as the 22-year-old who has achieved all this, regardless of how many others there might be.

Considering the ample experience he's boasting—currently working at a Harley shop as parts manager, with prior experience building choppers in a custom shop—and know-how he's put into this, his very own bike, it's not easy to wave him off as a mere kid with testosterone-impaired ambitions.

Case in point: with this self-assembled hardtail chopper replete with 100-inch RevTech motor and 6-speed RevTech trans housed in a Santee frame stretched 6 inches up and 4 inches out, Garrett shows he's got that certain *savoir faire* we commonly treasure in our custom builder heroes.

Granted, aside from the seat pan, not much else was fabbed by the young gun; most other parts and accessories are off-the-shelf items. But there was plenty of measuring, fitting, cutting and incorporating to be done and Garrett's done a helluva job. Helping him in the paint department was Brian P. from GraphX in Sioux City, Iowa.

And we're not the only ones taking note of this talented young man. "I have been asked to take this bike to Sturgis and display it in Snap-on's booth," Garrett tells us proudly. "The OCC Snap-on bike will also be there, so this is huge for me."

Talented, ambitious and humble. We just might need to keep an eye on this new kid on the block.

—Tripper

Tony Chrome
Canton, Michigan
2001 Ground-up Custom

Photos: Owner

"This is my first built-from-the-ground-up *Terminator* movie theme bike," says Tony Chrome, "but now I specialize in them." That is to say, Tony has started his own business, Tony Chrome Customs, and he's also redone the bike seen here and turned it into a *T2* chopper.

But we're looking at the *Terminator* bike, with its flush-mounted tail and brake lights also functioning as the mouth and eyes of the indestructible cyborg. Since strength and virility are the underlying theme here, Tony opted for a powerful combination of ingredients to reinforce that concept by outfitting the bike with a 113-inch S&S Cycle mill with S&S heads, a 42mm Mikuni and a Head Quarters cam.

He molded the frame and built the rear fender, made the internal fork stops and relocated the kickstand. Add to that, among other things, a set of Pro-Street pipes, a Crane Hi-4 ignition, a Baker 6-speed trans, White Bros. handlebars with stock Harley controls, GMA brakes and PM wheels shod with Avons and you've got yourself a nice little scooter. Tony Chrome Customs ("I've got my own painter") did the white, blue and purple paint job "Ahnold" would be proud of.

Although so far he's only built the two bikes already mentioned, Tony says he's got some pretty good ideas for theme bikes and is only looking for someone to let him loose. Seems to me he ought to call California's Capitol in Sacramento and get commissioned to build the next logical addition to his theme collection, with gas tank and fender renderings of dapper Ahnold in his Governator costume bravely fighting off scary zombies disguised as nurses, teachers, and firemen....

—Tripper

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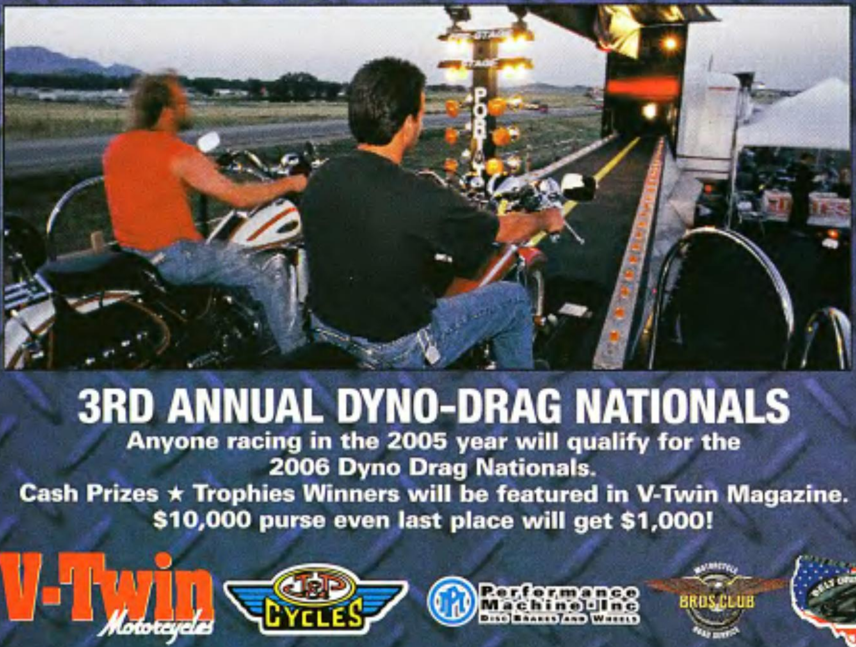

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2005 SCHEDULE

Jan 8-9 2005	***2nd Annual Dyno-Drag Nationals - Pomona, CA***
Jan 14-16	Open
Jan 21-23	Open
Jan 28-30	V-Twin Expo - Cincinnati, OH
Feb 4-6	Open
Feb 11-13	Open
Feb 18-20	Easyriders Bike Show - Columbus, OH
Feb 25-27	Open House Thunder Cycles - Ft. Lauderdale, FL
Mar 4-13	Bike Week - Daytona Beach, FL
Mar 18-20	Hilton Head Motorsports - Bluffton, SC
Mar 25-27	Open
April 1-3	Eastside Harley-Davidson in Bellevue, WA
April 8-10	Open
April 15-17	Cycle Center - Fremont, CA
April 20-24	River Run - Laughlin. NV
April 30	Harley-Davidson of St. Paul, MN
May 5-8	Cycle de Mayo - Lake Plesant, AZ
May 13-15	Harley-Davidson of Appleton, WI
May 18-22	Convention Center- (Bike Week) Myrtle Beach, SC
May 27-29	Overtuff Powersports - Springfield, IL
June 3-5	Doc's Harley-Davidson in Kirkwood, MO
June 10-12	Gutterridge H-D in Danville, IL
June 16-19	Twin State H-D in Lebanon, NH
June 24-26	J&P Cycle - Anamosa, IA
July 1-3	Mid-America Harley-Davidson Columbia, MO
July 8-10	Lance's H-D in Mansfield, PA
July 15-17	Competition Accessories- Springfield, OH
July 20	JR's Smoke Shop - Irving, NY
July 22-25	Bikefest - Carlisle, PA
July 28-30	Honda Homecoming - Marysville, OH
Aug 5-7	Liberty H-D in Boston Heights, OH
Aug 10-14	Bike Week Full Throttle Saloon Sturgis, SD
Aug 19-21	Speed Limit Cycle-Chicago, IL
Aug 26-28	Hal's Harley-Davidson in New Berlin, WI
Sept 2-4	Abate of Minnesota-Litchfield, MN
Sept 9-11	Loess Hills Rally-Council Bluff, IA
Sept 16-18	Roseville Cycle Center - Boston Hts, OH
Sept 21-25	Reno Harley-Davidson in Reno, NV
Sept 30-Oct 2	Open
Oct 7-9	Town & Country Sport Center in Cement City, MI
Oct 15	Jim's Harley-Davidson in St. Petersburg, FL
Oct 20-23	Biketoberfest
Oct 28-30	Open
Nov 5	Stoen Mountain H-D in Lilburn, GA
Nov 11-13	Open
Nov 18-20	Open
Nov 25-27	Open
Dec 25	Merry Christmas

Book your event today, call Alan at 818-416-7320 or email dynodrags@yahoo.com

Es Muy Poquito

Los Lobos Mini Chopper

I don't know what really happened, but this is the version I'm sticking with: I was washing the bike and using a hot air gun to dry it off…and it shrank. No? OK, let's try this one: The guys from Los Lobos Mini Choppers asked us if we'd shoot their bikes and we thought it'd be fun. So we called a few friends looking for a midget (sorry, little person) we could pose naked on the bike. When they sent the model out we realized we should have been more specific… female being the operative word. So, I screwed up, I gotta ride it.

Actually, this bike's a blast to screw around on. This is their Bandalero model, sporting a whopping 35-cubic-inch V-twin motor. It has an automatic transmission and a constant throttle. Meaning: you twist the wick to make it go…all the time.

The cool part about all this is: The choppers are street and highway legal. Yep, LLMC is a registered licensed motorcycle manufacturer. Los Lobos also states that these bikes are "entry level motorcycles and are not meant for

children." Did they mean legal age or adults acting like children? We ASSumed the latter and when owner Mike Basura left our lot…the kids came out to play.

Now, since the "correct" little person didn't show up and we didn't want to go to all the expense of paying a full-size model to come and pose, we decided to turn this into a regular test bike article. So we took the little chopper out for a ride around town.

The ride lasted about five minutes because Johnny Law came out of the shadows, drippin' donut dust off his uniform and rotating his little red and blue lights. He made a gesture, I made a gesture, words were exchanged…a couple of hours later I was out of the handcuffs and back on the road.

See he was pointing with his index finger for me to pull over. I, on the other hand was pointing back with a different finger all together. He yelled, "Shut it off!" and I thought he said, "Fuck off," well, you get the idea.

Imagine the surprise he must have felt as he pulled the paperwork out of my pocket. Especially since he did so while I was face down being treated like a footstool. Once he saw that photos were being taken, he quickly changed his demeanor.

Those photos are not available, due to the "side-of-the-road-agreement" we made: He gets the pictures and, let's just say I won't be getting any tickets for some time to come.

Anyway, this bike is a blast to ride. Burnouts? Yes. Wheelies? Maybe. Getting a lot of looks and girls coming up to you (kinda like taking a puppy to the beach) and asking for a ride…definitely. Oh sure, get lots of photos of me on the bike and Officer Angry treating me like road kill and NONE of the redhead straddling me on the bike…great camera work Rick.

So, how do you get your hands on one? First, gather up $9,400 (the price for this model), then give Mike and the crew at LLMC a call at 800-875-9880. Or, visit them on their Web site at www.loslobosminichoppers.com. There you can see all their models, including the full-size hottie they got to pose for them. *—Oil Can*

GENERAL
Owner: Michael Basura
City: Azusa, California
Designer: Michael Basura
Fabrication: Los Lobos Mini Choppers
Year/make: 2004 Los Lobos Mini Choppers
Model: Bandalero
Assembly: Los Lobos Mini Choppers
Chroming: J&J Metals Finishing Inc.

ENGINE
Year: 2004
Builder: Los Lobos Mini Choppers
Displacement: 35 cubic inches/570cc
Carb: 2 barrel
Pipes: Los Lobos Mini Choppers

TRANSMISSION
Year/make: 2004 Los Lobos Mini Choppers
Shifting: automatic

PAINTING
Painter: Concept Powder Coating
Color: pearl orange
Type: House of Kolor

FRAME
Year/make: 2004 Los Lobos Mini Choppers
Type: rigid
Rake: 48 degrees
Stretch: in the morning
Shocks: duh, none

ACCESSORIES
Handlebars: Los Lobos Mini Choppers
Handlebar controls: K&S
Fenders: Russ Wernimont Designs
Headlight: K&S
Taillight: K&S
Speedo: Autometer
Pegs: Los Lobos Mini Choppers
Foot controls: Los Lobos Mini Choppers
Gas tank: Los Lobos Mini Choppers
Oil tank: Los Lobos Mini Choppers
Seat: Los Lobos Mini Choppers
Mirrors: Los Lobos Mini Choppers
Grips: Los Lobos Mini Choppers

FRONT END
Type: springer
Builder: Los Lobos Mini Choppers

WHEELS
Make: Black Bike
Size: 17-inch front, 130/70/16 rear
Tires: Michelin
Brakes: hydraulic disc
Special thanks: S&S Engineering, Black Bike, Magura Brakes and Tru Mill
Photos: Rick Hustead

ComingAtYa

Easyriders (No. 387) is a September blast featuring some of the best custom motorcycles from The Discovery Channel's *Biker Build-Off* series. See custom creations by Kendall Johnson, Cory Ness and Rick Fairless. There's a wild scoot by SuperCo., a David Mann Ghostrider tribute bike, and the new Steed Sintaur. We'll also test ride Big Dog's 2005 Ridgeback. Ride with us to the Myrtle Beach Run, then to the *Biker Build-Off* finale in Las Vegas!

The tech shed is chock full of amazing tips including a "Guide to Drivetrains," and bring you the annual J&P Cycles Build-A-Bike Giveaway.

On the newsstands, you'll get an extra 32-pages of the latest aftermarket products, plus a complete listing of manufacturers in our Bike Builder's Buyer's Guide. *On sale August 2nd*

The awesome August issue of *V-Twin* brings you TEN, cool custom motorcycles, from mild to wild, as well as a hot ride to Las Vegas. Go behind the scenes in Europe at Rick's Motorcycles, check out the latest new products at Vance & Hines, and meet master custom bike builder Jesse Rooke. Find out about performance cylinders, check in with our Long Haul project, and also discover how Paul Yaffe made flames for the Discovery Channel's *Biker Build-Off* cameras! We'll also show you dozens of ways to get more ponies out of your putt in our Hop-Up Guide and offer a special calendar and Collector's Poster. All this and more is coming your way in the next *V-Twin*! *On sale July 19th.*

Biker's July issue brings you P.B. Choppers' entry for the *Biker* Build-Off competition in Sturgis, and *Penthouse* Pet, Jessi Capelli. On the newsstand the 48-page outsert Biker Parties calendar. *On sale now!*

September's issue of *In The Wind* (No. 122), features the David Mann Chopper Fest and memorial, Daytona Bike Week, tank art and lots of dogs–the barking kind. A 32-page outsert features the Easyriders Bike Show. On newsstands only. *On sale now!*

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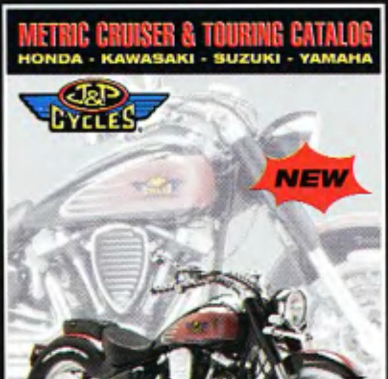

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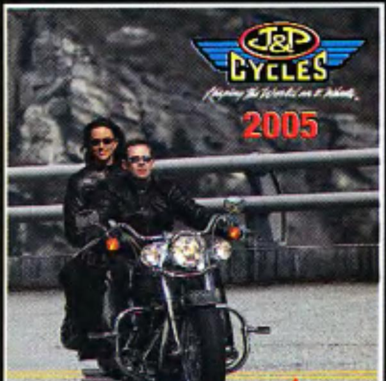

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